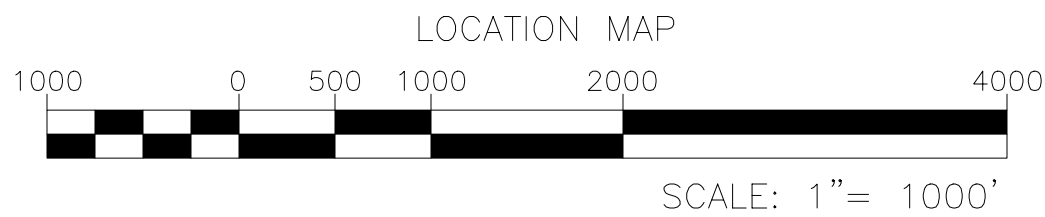
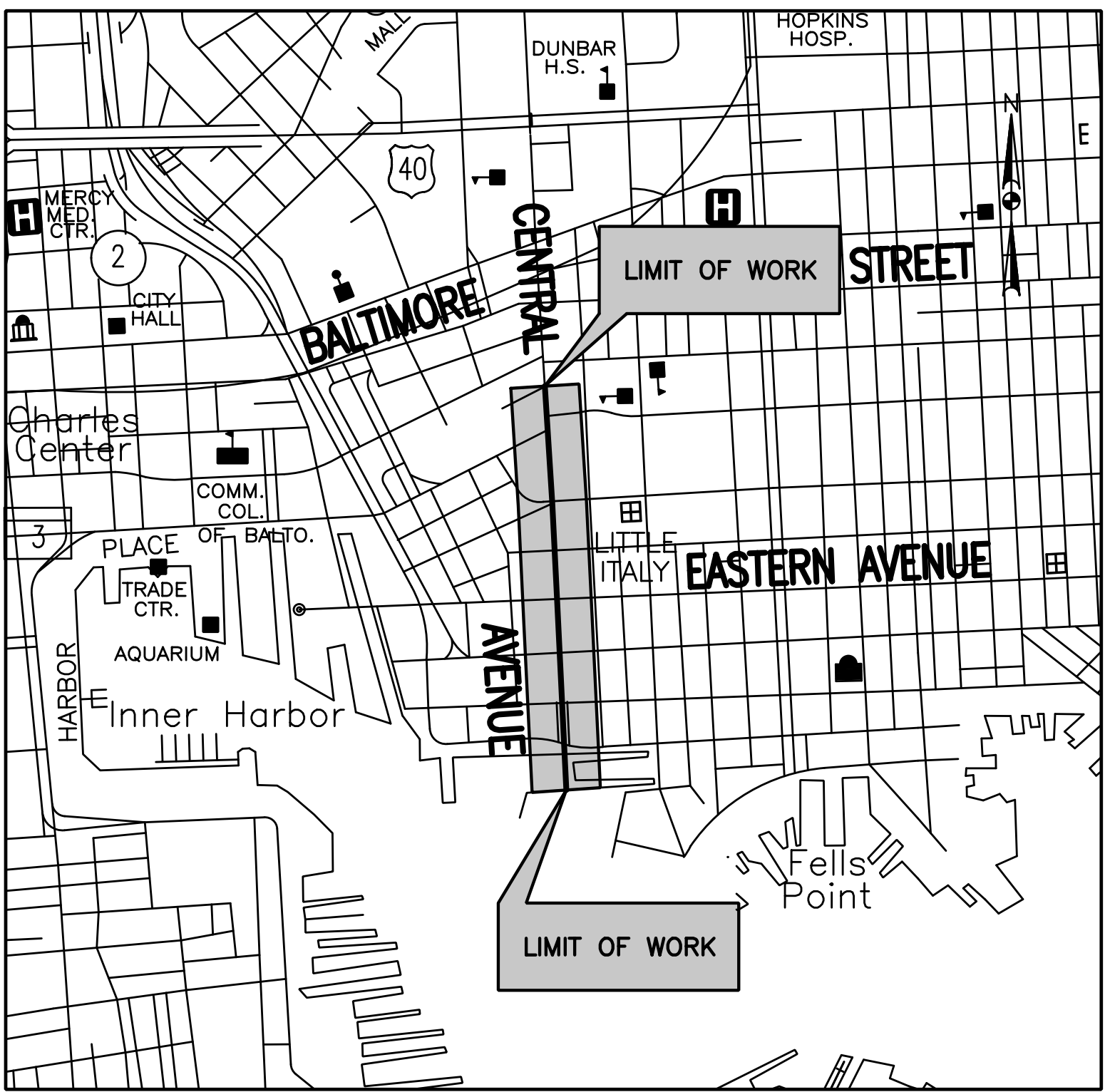


CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N




CENTRAL AVENUE STREETSCAPE AND HARBOR POINT
CONNECTOR BRIDGE (DESIGN-BUILD)



INDEX OF SHEETS		
NO.	DGN.	DESCRIPTION
1	TI01	TITLE SHEET
2	LG01	GENERAL NOTES, LEGEND AND ABBREVIATIONS
3	GS01	GEOMETRIC LAYOUT
4	TS01	TYPICAL SECTION AND DETAILS
5	DE01	CONSTRUCTION DETAILS
6-9	JN01, JD01-JD03	PAVEMENT JOINT NOTES AND DETAILS
10-16	PS01-PS07	ROADWAY PLANS
17-23	PR01-PR07	ROADWAY PROFILES
24-43	SP01-SP20	STRUCTURAL PLANS
44-49	E01-E06	CONDUIT PLANS
50-55	W01-W06	WATER PLANS
56-62	LD01-LD07	LANDSCAPE PLANS AND DETAILS

TRAFFIC DATA		CENTRAL AVE	
CONTROL	YEAR	2012	2032
AVERAGE DAILY TRAFFIC (A.D.T.)		9,800	18,500
DESIGN HOUR VOLUME (D.H.V.)		882	1,850
% TRUCKS (A.D.T.)		2.5%	2%
% TRUCKS (D.H.V.)		2.5%	2%
DESIGN SPEED		35 MPH	35 MPH

FIELD BOOKS	
NO.	DESCRIPTION
6931	TOPOGRAPHY
7972	TOPOGRAPHY
7799	TOPOGRAPHY



SABRA, WANG & ASSOCIATES, INC.
1504 JOH AVENUE, SUITE 160
BALTIMORE, MD 21227
TEL. (410) 737-6564
FAX (410) 737-1774
WWW.SABRA-WANG.COM

RESPONSIBLE CHARGE FOR THE DESIGN OF:
ALL COMPONENTS OF THE PLANS PERTAINING TO LIGHTING,
SIGNALS, SIGNAGE, AND PAVEMENT MARKINGS.

PROFESSIONAL CERTIFICATION

I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED
BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER
UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. _____ EXPIRATION DATE: _____




WHITMAN, REQUARDT
& ASSOCIATES, LLP
801 South Caroline Street, Baltimore, Maryland 21231

RESPONSIBLE CHARGE FOR THE DESIGN OF:
ALL COMPONENTS OF THE PLANS PERTAINING TO ROADWAY,
STRUCTURES, DRAINAGE, EROSION & SEDIMENT CONTROL,
AND MAINTENANCE OF TRAFFIC/DETOURS.

PROFESSIONAL CERTIFICATION

I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED
BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER
UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. _____ EXPIRATION DATE: _____



MAHAN RYKIEL
ASSOCIATES INC.
Landscape Architecture
Urban Design, Planning

RESPONSIBLE CHARGE FOR THE DESIGN OF: ALL COMPONENTS OF THE PLANS PERTAINING TO LANDSCAPING.											
BALTIMORE CITY REVIEW	R/W RELEASE	LIGHTING	TRAFFIC ENGINEERING	SIGNAL ENGINEERING	STRUCTURAL	CONDUIT	HIGHWAY ENGINEERING	DRAINAGE	EROSION AND SEDIMENT CONTROL	WASTE WATER ENGINEERING	WATER ENGINEERING
BY											
DATE											

DRAFT SUBMITTAL
NOT FOR CONSTRUCTION

CITY OF BALTIMORE DEPARTMENT OF TRANSPORTATION	
APPROVAL RECOMMENDED	
CHIEF, TRANSPORTATION ENGINEERING AND CONSTRUCTION DIVISION	DATE
APPROVED	
DIRECTOR, DEPARTMENT OF TRANSPORTATION	DATE

GENERAL NOTES

1. STANDARD SPECIFICATIONS: THE WORK UNDER THIS CONTRACT SHALL BE PERFORMED IN ACCORDANCE WITH ALL TERMS, CONDITIONS AND PROVISIONS OF THE STANDARD SPECIFICATION FOR CONSTRUCTION AND MATERIALS, MARYLAND DEPARTMENT OF TRANSPORTATION, STATE HIGHWAY ADMINISTRATION DATED JULY 2008. AS AMENDED, TOGETHER WITH ALL SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL FORM.
- STANDARDS: THE WORK UNDER THIS CONTRACT SHALL BE PERFORMED IN ACCORDANCE WITH MARYLAND DEPARTMENT OF TRANSPORTATION, STATE HIGHWAY ADMINISTRATION BOOK OF STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES.
2. ALL BEARINGS AND COORDINATES ARE REFERRED TO THE TRUE MERIDIAN AND COORDINATE SYSTEM OF THE BALTIMORE CITY SURVEY CONTROL SYSTEM. ALL ELEVATIONS ARE REFERRED TO BALTIMORE CITY DATUM.
3. EXISTING UTILITIES: EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THE DESIGN-BUILDER SHALL CALL MISS UTILITY SEVENTY-TWO (72) HOURS BEFORE BEGINNING CONSTRUCTION. IT IS THE DESIGN-BUILDER'S RESPONSIBILITY TO VERIFY THE EXACT LOCATION OF UTILITIES BY TEST PITS PRIOR TO COMMENCING WORK. THE DESIGN-BUILDER SHALL VERIFY ALL DIMENSIONS SHOWN IN THE PLANS OF EXISTING FACILITIES PRIOR TO ORDERING ANY MATERIALS. ALL UTILITIES UNLESS OTHERWISE INDICATED, MUST BE KEPT ACCESSIBLE AND FULLY OPERABLE AT ALL TIMES.
4. THE DESIGN-BUILDER WILL BE REQUIRED TO COORDINATE WORK WITH ANY CONSTRUCTION BY UTILITY COMPANIES OR OTHER CONTRACTORS IN THE AREA.
5. SALVAGED MATERIALS: ALL SALVAGEABLE GRATES, FRAMES, AND COVERS FROM STORM WATER INLETS, MANHOLES, TREE PITS, ETC., WHICH WILL NOT BE RE-USED ON THE PROJECT SHALL BE SALVAGED AS BALTIMORE CITY PROPERTY. SIMILARLY, ALL TREE PLANTERS WHICH WILL NOT BE RE-USED ON THE PROJECT SHALL BE SALVAGED AS BALTIMORE CITY PROPERTY. ALL SALVAGED ITEMS SHALL BE DELIVERED TO A CITY YARD AS DIRECTED BY THE ENGINEER. THE COST OF SALVAGING ITEMS WILL BE INCIDENTAL.
6. SHOP DRAWINGS: ALL SHOP DRAWINGS SHALL BE SEALED BY A MARYLAND LICENSED ENGINEER.
7. THE DESIGN-BUILDER SHALL MAINTAIN ACCESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS DURING CONSTRUCTION. SPECIAL COORDINATION WITH THE PROPERTY OWNERS WILL BE INCIDENTAL TO THE COST OF THE PROJECT. ANY EXISTING CONDITIONS THAT HAVE TO BE ALTERED OR REMOVED FOR ACCESS SHALL BE PUT BACK IN THEIR ORIGINAL CONDITION AND WILL BE INCIDENTAL TO CONSTRUCTION.
8. BACKFILL FOR UNSUITABLE MATERIAL SHALL BE VARIABLE DEPTH GRADED AGGREGATE BASE FOR BACKFILL.
9. ALL STREET LIGHTS, CABLES, CONDUITS, AND HAND BOXES MUST BE PROTECTED AND MAINTAINED THROUGHOUT ALL PHASES OF CONSTRUCTION. THE DESIGN-BUILDER SHALL BE REQUIRED TO PROVIDE TEMPORARY LIGHTING AS PER BALTIMORE CITY STANDARDS IF THE EXISTING LIGHTING CANNOT BE MAINTAINED DURING CONSTRUCTION.
10. IF THE DESIGN-BUILDER UNCOVERS OR DAMAGES A STREET LIGHT CONDUIT OR CABLE DURING CONSTRUCTION, THE DESIGN-BUILDER IS REQUIRED TO NOTIFY STREET LIGHTING MAINTENANCE, MR. KENITH CHING AT 410-396-1311 AND BGE IMMEDIATELY. STREET LIGHTING MAINTENANCE WOULD EFFECT REPAIRS OR DIRECT BGE TO MAKE SAFE CONDITIONS AND/OR REPLACE CABLE PRIOR TO RESUMING CONSTRUCTION. ALL SUCH REPAIRS SHALL BE MADE AT THE DESIGN-BUILDER'S EXPENSE.
11. DESIGN-BUILDER IS REQUIRED TO NOTIFY STREET LIGHTING MAINTENANCE, MR. KENITH CHING AT 410-396-1311, TWO WEEKS PRIOR TO STARTING CONSTRUCTION. BGE MAY REQUIRE 30 DAYS NOTICE TO DE-ENERGIZE AND RE-ENERGIZE LIGHTING SYSTEM PRIOR TO REMOVAL OF STREET LIGHT POLES.
12. THE DESIGN-BUILDER SHALL CONTACT THE PARKING AUTHORITY OF BALTIMORE CITY AT 443-573-2800 AND THE DEPARTMENT OF TRANSPORTATION METER SHOP AT 410-396-7576 TO VERIFY THE LOCATIONS OF EXISTING PARKING METERS OR E-Z PARK MACHINES. THE DESIGN-BUILDER MUST CONTACT THE PABC AND THE METER SHOP 72 HOURS IN ADVANCE FOR THE REMOVAL OF PARKING METER HEADS. IT IS THE RESPONSIBILITY OF THE DESIGN-BUILDER TO REMOVE AND DISPOSE OF EXISTING POSTS. THE DESIGN-BUILDER MUST NOTIFY THE PABC 72 HOURS IN ADVANCE FOR THE REINSTALLATION OF PARKING METER POSTS AND HEADS/E-Z PARK MACHINES. THE PABC WILL ARRANGE TO HAVE THE NEW POSTS AND E-Z PARK MACHINE BASES TO BE DELIVERED TO THE DESIGN-BUILDER.
13. THE DESIGN-BUILDER SHALL NOTIFY VEOLIA ENERGY AT 410-649-2464 IN ADVANCE OF ANY WORK THAT WILL AFFECT VEOLIA STRUCTURES OR DISCHARGE PIPING.

ABBREVIATIONS

B	BENCH
BC	BOTTOM OF CURB
BL	BASELINE
BLDG	BUILDING
BW	BRICK WALK
CAVITY	ABANDONED CELLAR ENTRANCE, COAL CHUTE, WINDOW WELL, ETC.
CB	CONCRETE BASE
CC	CONCRETE CURB
CG	CONCRETE GUTTER
CL	CENTERLINE
CL	COMFORT LINK (UTILITY)
CMU	CONCRETE MASONRY UNIT
CP	CABLE POST
CO	CLEAN OUT
CONC	CONCRETE
CS	CONCRETE STEP
CW	CONCRETE WALK
CV	CONCRETE VAULT
DC	DEPRESSED CURB
DP	DOOR PROTECTOR
E	EXPANSION JOINT
EB	ELECTRIC BOX
EMH	ELECTRIC MANHOLE
EX	EXISTING
FB	FLOWER BOX
FF	FINISHED FLOOR ELEVATION
FMH	FIRE MANHOLE
G	GAS
GC	GRANITE CURB
HB	HANDBOX
LP	LIGHT POLE
LT	LEFT
MAC	MACADAM
MB	MAIL BOX
MD	METAL DISK
MH	MANHOLE
MP	METAL PLATE
MR	METAL RING
MS	METAL SIGN
MTD	METAL TRAP DOOR
MV	METAL VENT
OC	ON CENTER
OH	OVERHEAD
P	PIPE
P/C	POINT OF CROWN
P.G.L.	PROFILE GRADE LINE
P/GE	PROFILE GRADE ELEVATION
P/GL	PROFILE GROUND LINE
PM	PARKING METER
PP	PLASTIC PIPE
PR	PROPOSED
PVC	POLYVINYL CHLORIDE PIPE
R	RAMP
RS	RAIN SPOUT
RT	RIGHT
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SMH	SANITARY MANHOLE
STMH	STEAM MANHOLE
STY	STORY
T	TELEPHONE
TB	TELEPHONE BOOTH
TC	TOP OF CURB
TMH	TELEPHONE MANHOLE
TP	TRAFFIC POLE
TU	TELEPHONE UTILITY
TYP	TYPICAL
U	UNKNOWN UTILITY
UG	UNDERGROUND
V	VAULT
W	WATER
WB	WOOD BENCH
WM	WATER METER
WMMH	WATER METER MANHOLE
WVMH	WATER VALVE MANHOLE
WVMV	WATER VALVE MAINVAULT

EXISTING

	BENCHMARK		XX-XXX
	CONTROL MONUMENT		PC-XXX
	FLY MONUMENT		TH-XXX
	GPS MONUMENT		TH-XXX
	TRAVERSE MONUMENT		
	DOUBLE K INLET		
	ROOF DRAIN		
	STORM DRAIN MANHOLE		
	SINGLE K INLET		
	FIRE HYDRANT		
	WATER METER		
	WATER MANHOLE		
	WATER VALVE		
	GAS BOX		
	GAS PUMP		
	GAS METER		
	GAS MANHOLE		
	GAS VALVE		
	GAS VENT		
	SANITARY CLEANOUT		
	SANITARY MANHOLE		
	SANITARY AIR VENT		
	ELECTRICAL JUNCTION BOX		
	ELECTRIC METER		
	ELECTRIC MANHOLE		
	ELECTRIC POLE		
	ELECTRIC VAULT		
	ELECTRIC HAND BOX		
	ELECTRIC TRANSFORMER		
	GUY WIRE		
	GUY POLE		
	TELEPHONE MANHOLE		
	TELEPHONE POLE		
	CABLE TV JUNCTION BOX		
	STEAM MANHOLE		
	UNKNOWN MANHOLE		
	UNKNOWN UTILITY POLE		
	UNKNOWN VALVE		
	UTILITY MARKER		

LEGEND

	SOIL BORING LOCATION (CITY OF BALTIMORE CONTRACT TR00017)		COMBINATION CURB AND GUTTER (SEE PLANS FOR TYPE)
	SOIL BORING LOCATION		CURB
	TEST HOLE LOCATION (CITY OF BALTIMORE CONTRACT TR00017)		FULL DEPTH PAVEMENT
	TEST HOLE LOCATION		MILL AND OVERLAY
	MONITOR WELL		DRIVEWAY
	LEFT TURN ARROW		CONCRETE REMOVAL
	LEFT-STRAIGHT ARROW		SIDEWALK
	RIGHT TURN ARROW		CONSTRUCTION BASELINE
	RIGHT-STRAIGHT ARROW		PROPOSED TREE WELL
	STRAIGHT ARROW		PROPOSED TREE
	TRAFFIC SIGNAL POLE		ELECTRICAL CONDUIT
	SIGN		ELECTRICAL MANHOLE
	HANDICAP		FIRE HYDRANT
	TRAFFIC CONTROL BOX		WATER VALVE
	BUSH		
	CONIFEROUS TREE		
	DECIDUOUS TREE		
	STUMP		
	GROUND LIGHT		
	ROAD LIGHT POLE		
	YARD LIGHT		
	EXISTING ROADWAY LIGHTING		
	FILL CAP		
	FLAG POLE		
	GATE, DOUBLE		
	GATE, SINGLE		
	MAILBOX		
	BOLLARD		
	PARKING METER		

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CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
GENERAL NOTES, LEGEND
AND ABBREVIATIONS

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.

SCALE: NOT TO SCALE
DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION
SHEET 2 OF 62

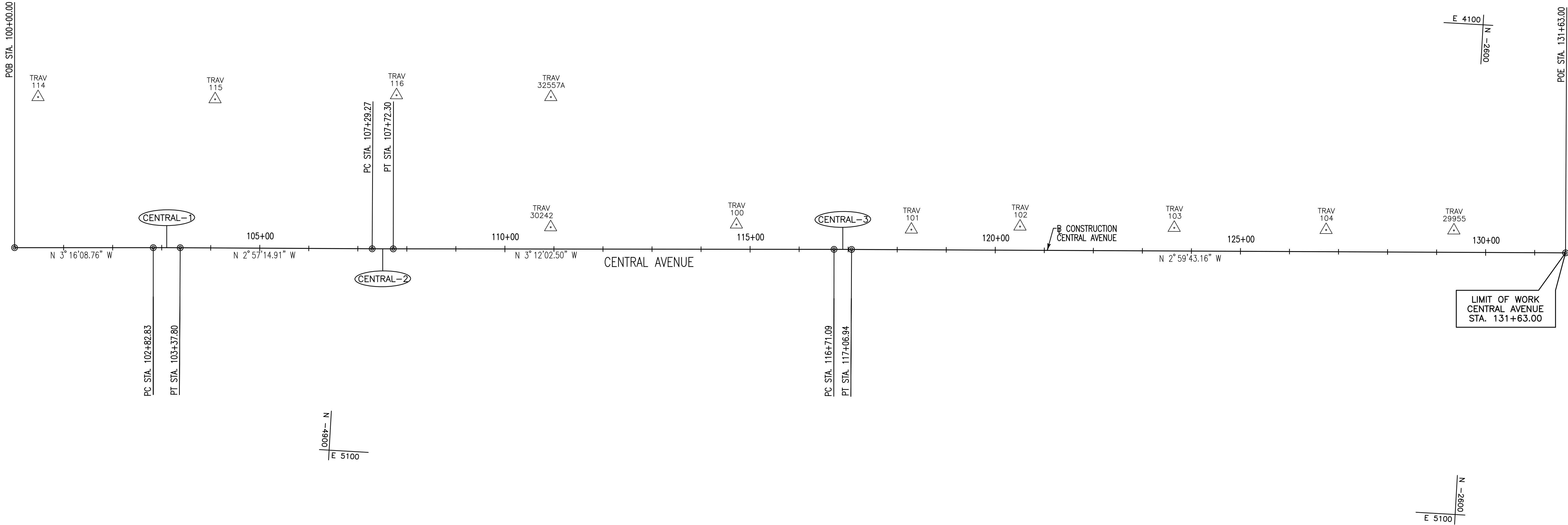
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REVISIONS			
NO.	DESCRIPTION	DATE	BY

CONSTRUCTION CONTROL COORDINATES				
CURVE	DESCRIPTION	NORTHING	EASTING	BEARING
CONSTRUCTION CENTRAL AVENUE				
	P.O.B. STA. 100+00.00	-5564.0155	4724.3207	N3° 16' 08.76"W
	P.C. STA. 102+82.83	-5281.6494	4708.1923	
CENTRAL-1	P.I. STA. 103+10.31	-5254.2090	4706.6250	
	P.T. STA. 103+37.80	-5226.7604	4705.2085	N2° 57' 14.91"W
	P.C. STA. 107+29.27	-4835.8063	4685.0332	
CENTRAL-2	P.I. STA. 107+50.79	-4814.3191	4683.9243	
	P.T. STA. 107+72.30	-4792.8368	4682.7230	N3° 12' 02.50"W
	P.C. STA. 116+71.09	-3895.4464	4632.5402	
CENTRAL-3	P.I. STA. 116+89.02	-3877.5522	4631.5395	
	P.T. STA. 117+06.94	-3859.6546	4630.6030	
	P.O.E. STA. 131+63.00	-2405.5829	4554.5173	N2° 59' 43.16"W

TRAVERSE POINTS					
POINT NO.	NORTHING	EASTING	STATION	OFFSET	ELEVATION
114	-5533.6919	4415.0739	100+47.91	307.02 LT	10.31
115	-5172.9942	4398.9752	104+07.28	303.06 LT	9.54
116	-4804.0890	4369.6136	107+78.55	313.25 LT	8.00
30242	-4474.9314	4620.4753	110+93.20	44.41 LT	7.67
32557A	-4489.6210	4355.3640	110+93.26	309.93 LT	8.98
100	-4096.9960	4593.2882	114+72.06	50.45 LT	9.07
101	-3740.2589	4583.2964	118+28.65	41.01 LT	11.21
102	-3519.3359	4564.4981	120+50.26	48.24 LT	12.06
103	-3205.2484	4549.1353	123+64.72	47.17 LT	12.84
104	-2895.7939	4535.8101	126+74.44	44.31 LT	16.33
29955	-2635.5340	4521.9430	129+35.07	44.46 LT	18.47

CURVE DATA						
CURVE	DELTA	Dc	R	L	T	E
CENTRAL-1	00° 18' 54" (RT)	00° 34' 23"	10,000.00'	54.97'	27.49'	0.04'
CENTRAL-2	00° 14' 47" (LT)	00° 34' 23"	10,000.00'	43.03'	21.52'	0.02'
CENTRAL-3	00° 12' 19" (RT)	00° 34' 23"	10,000.00'	35.84'	17.92'	0.02'



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GS01

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

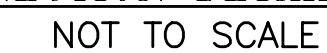
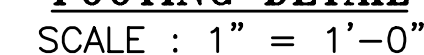
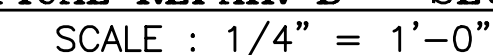
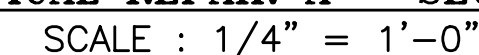
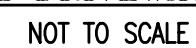
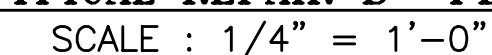
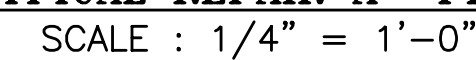
CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE

GEOMETRIC LAYOUT



SCALE: AS SHOWN DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 3 OF 62

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.



CAVITY TREATMENT DETAILS

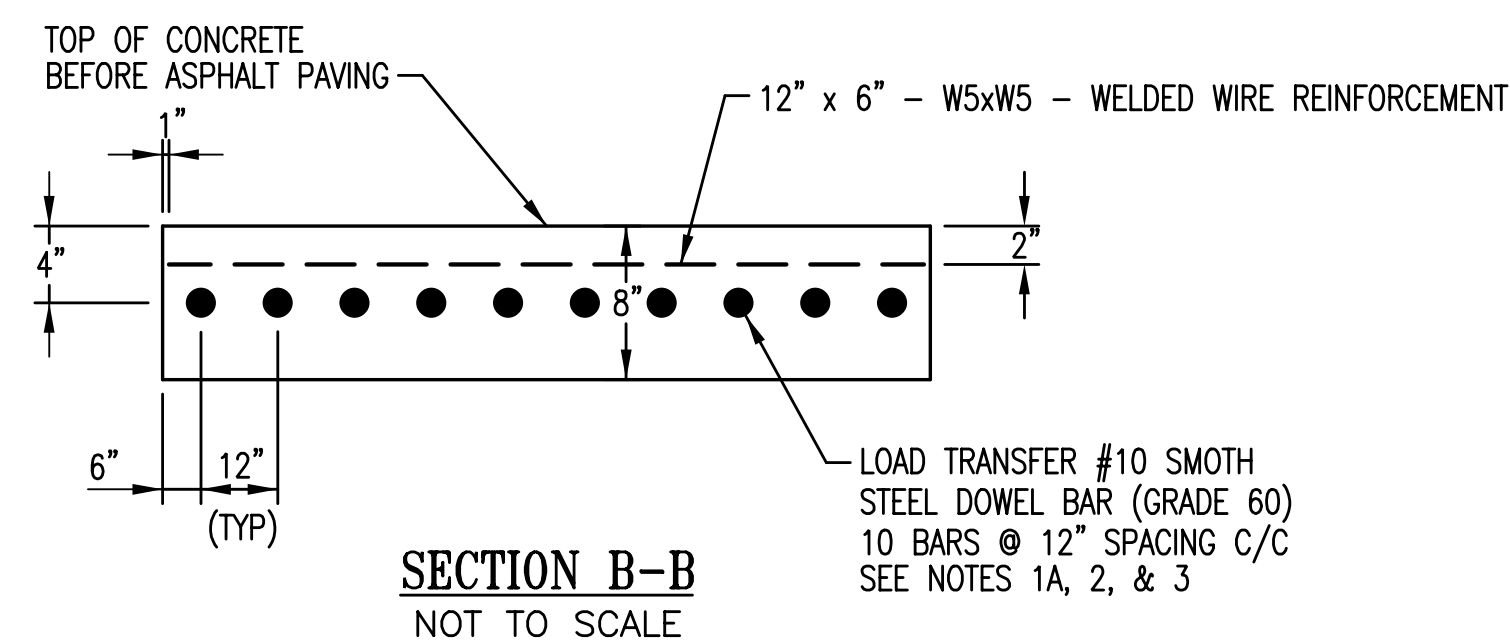
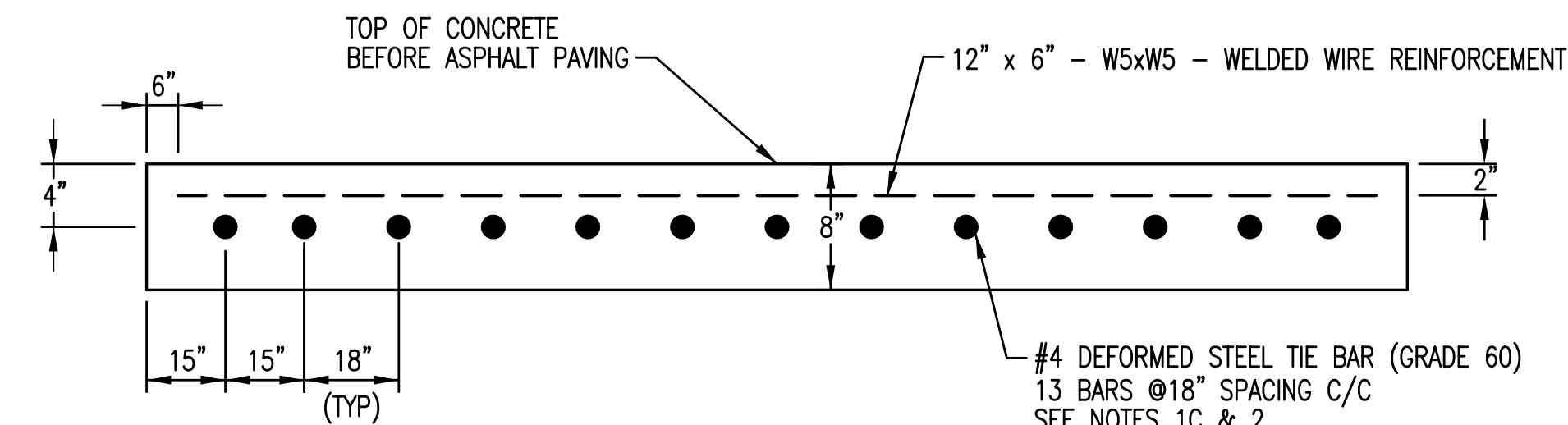
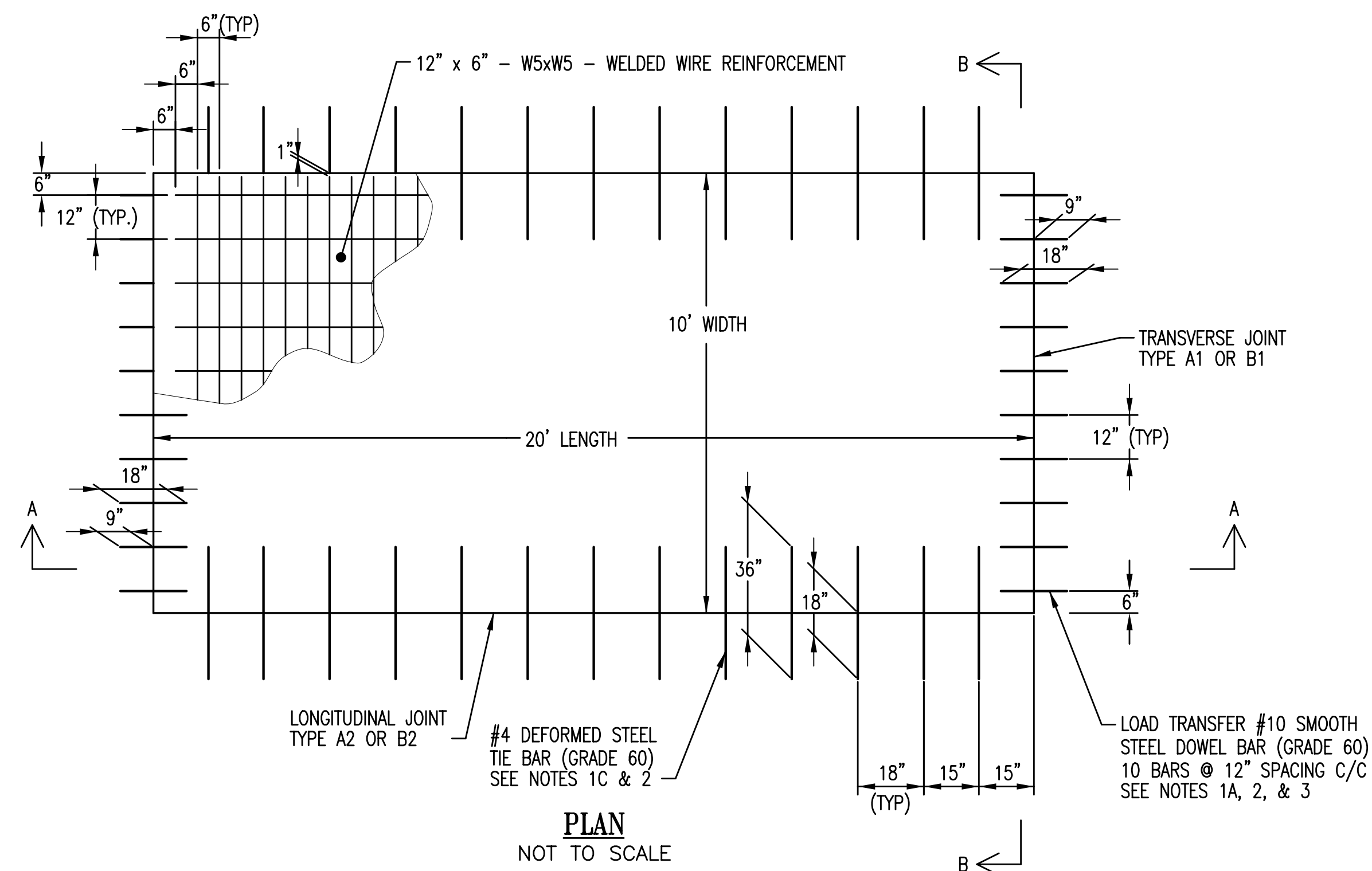
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DETAILS

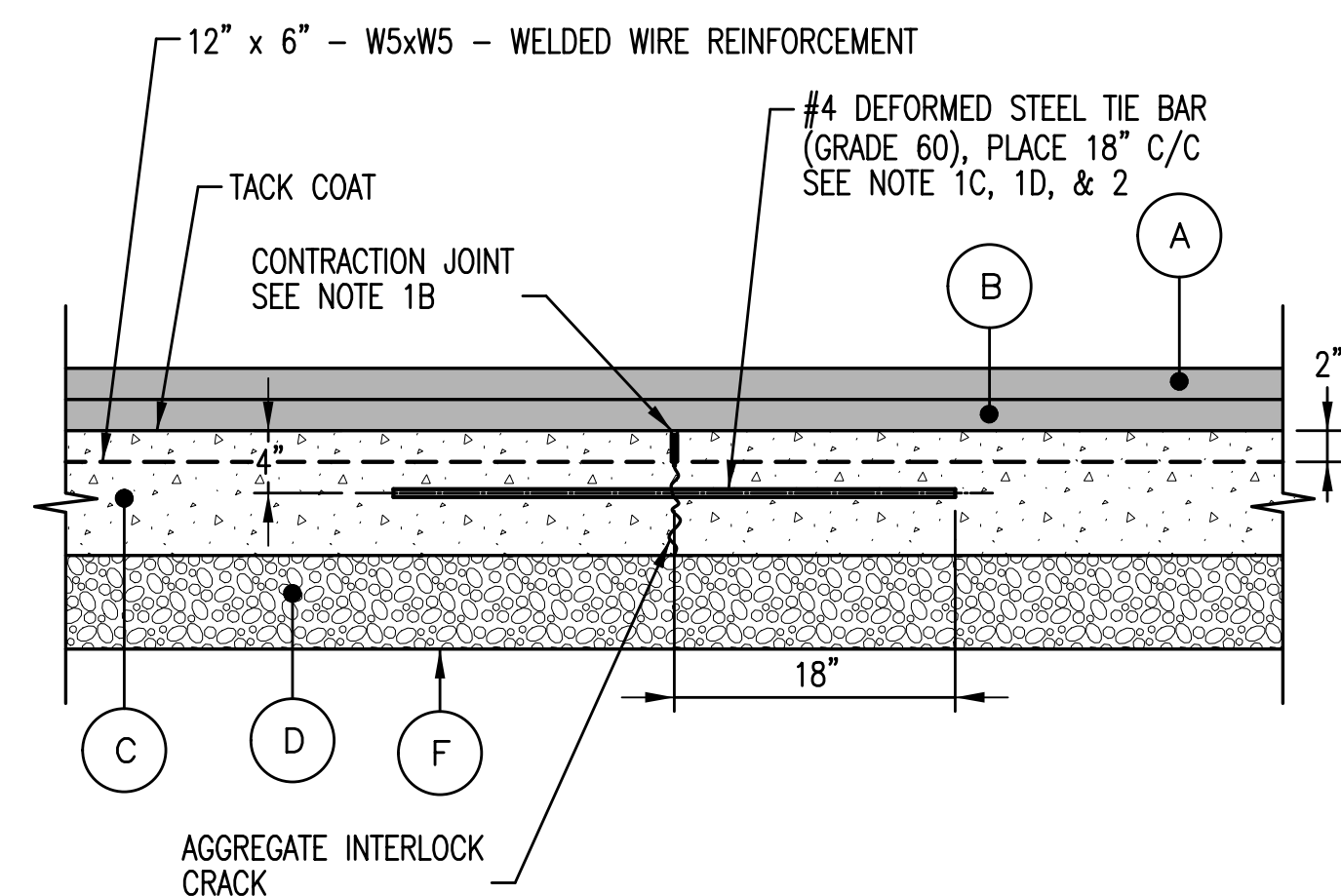
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EXAMINED BY: N.Z.

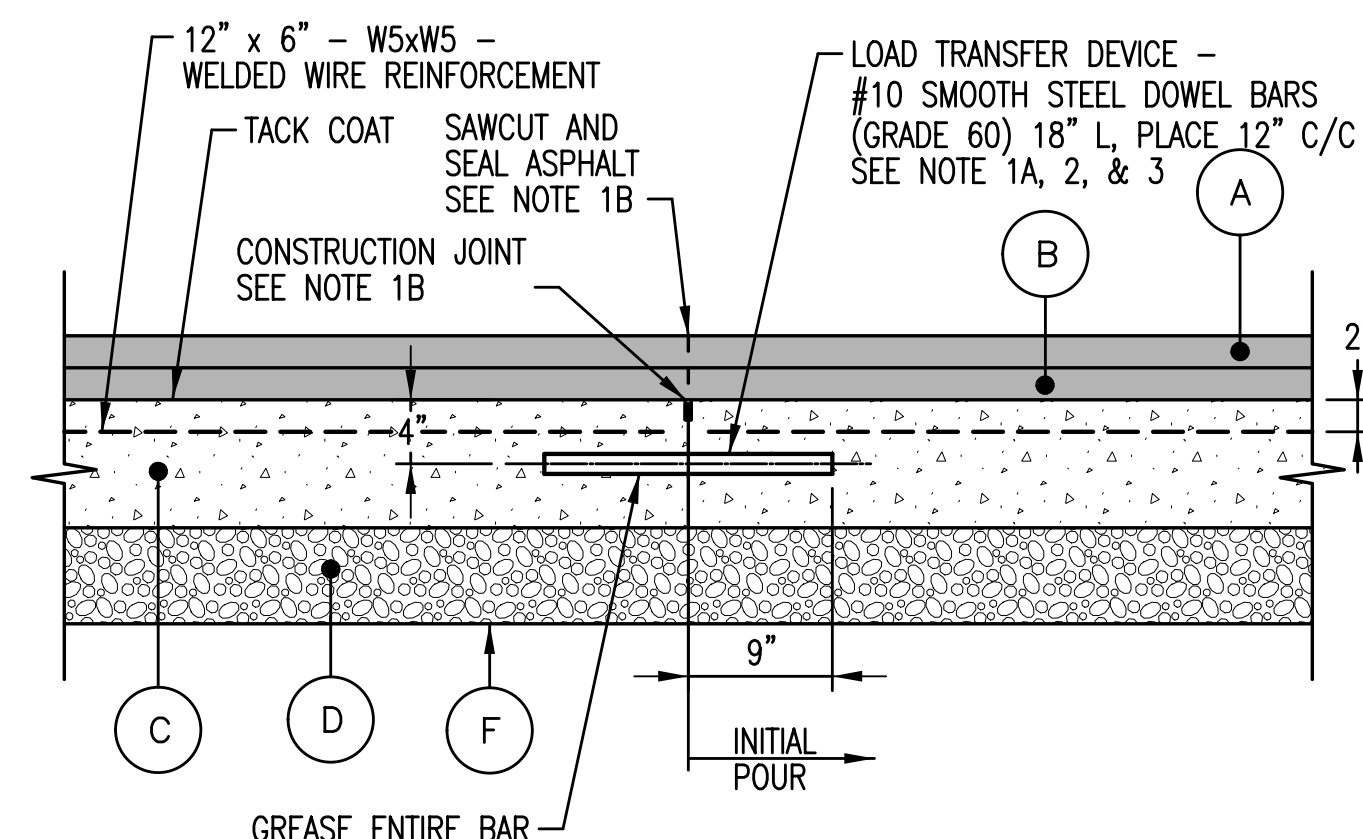
WR&A
WHITMAN, REQUARDT
& ASSOCIATES, LLP
801 South Caroline Street, Baltimore, Maryland 21201



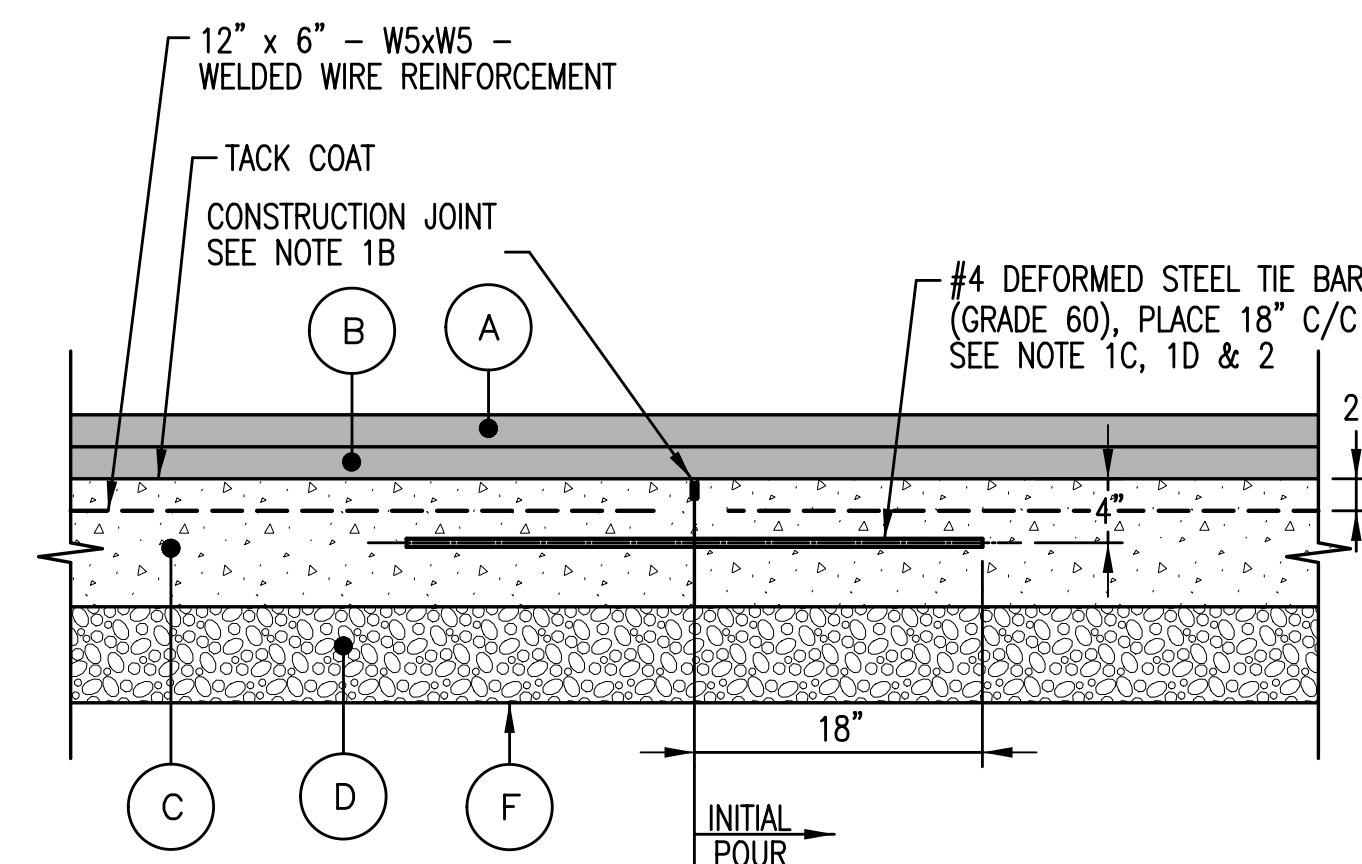
STEEL REINFORCEMENT OF CONCRETE PAVEMENT



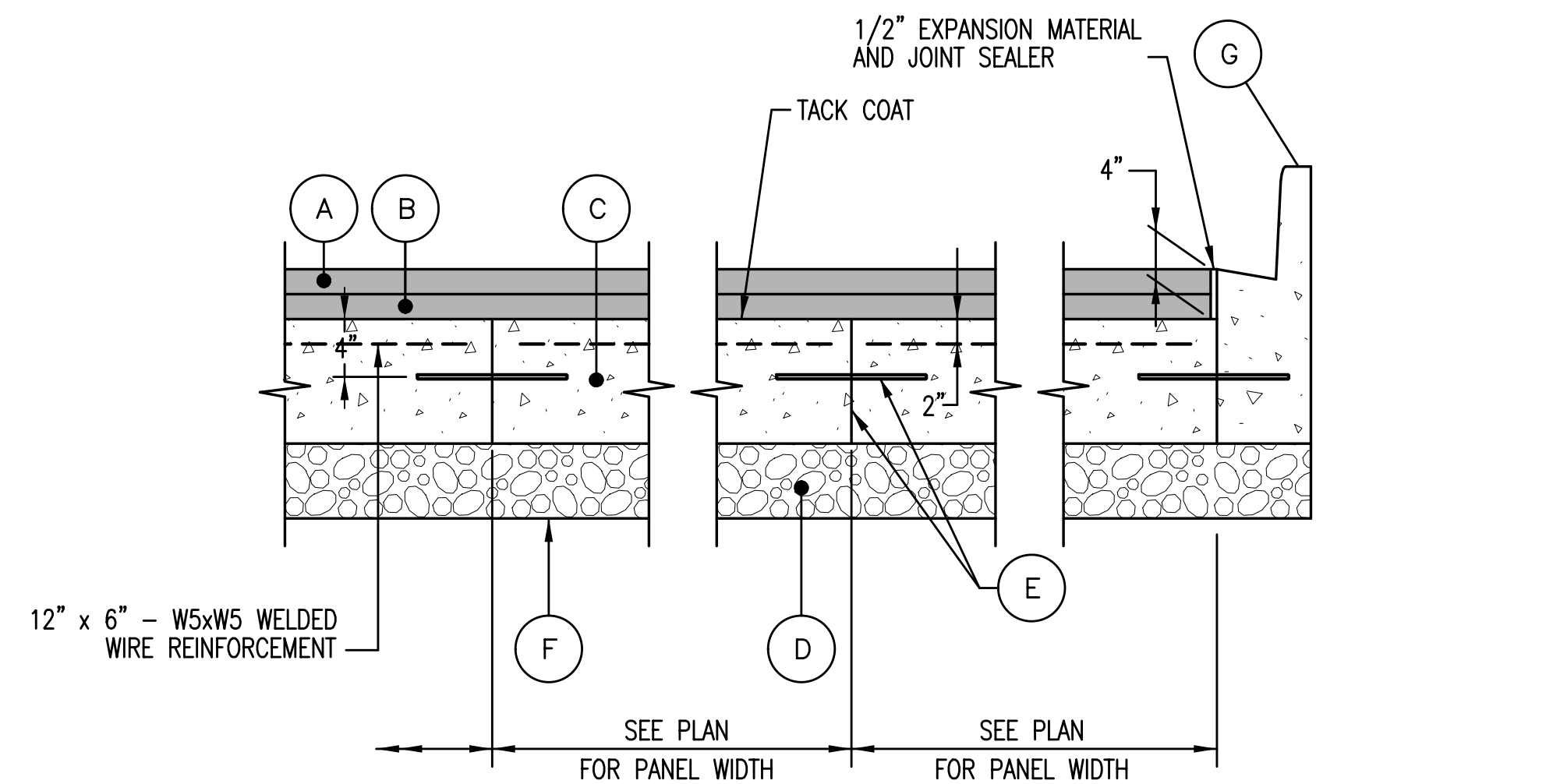
TYPE A2 - LONGITUDINAL CONTRACTION JOINT
NOT TO SCALE



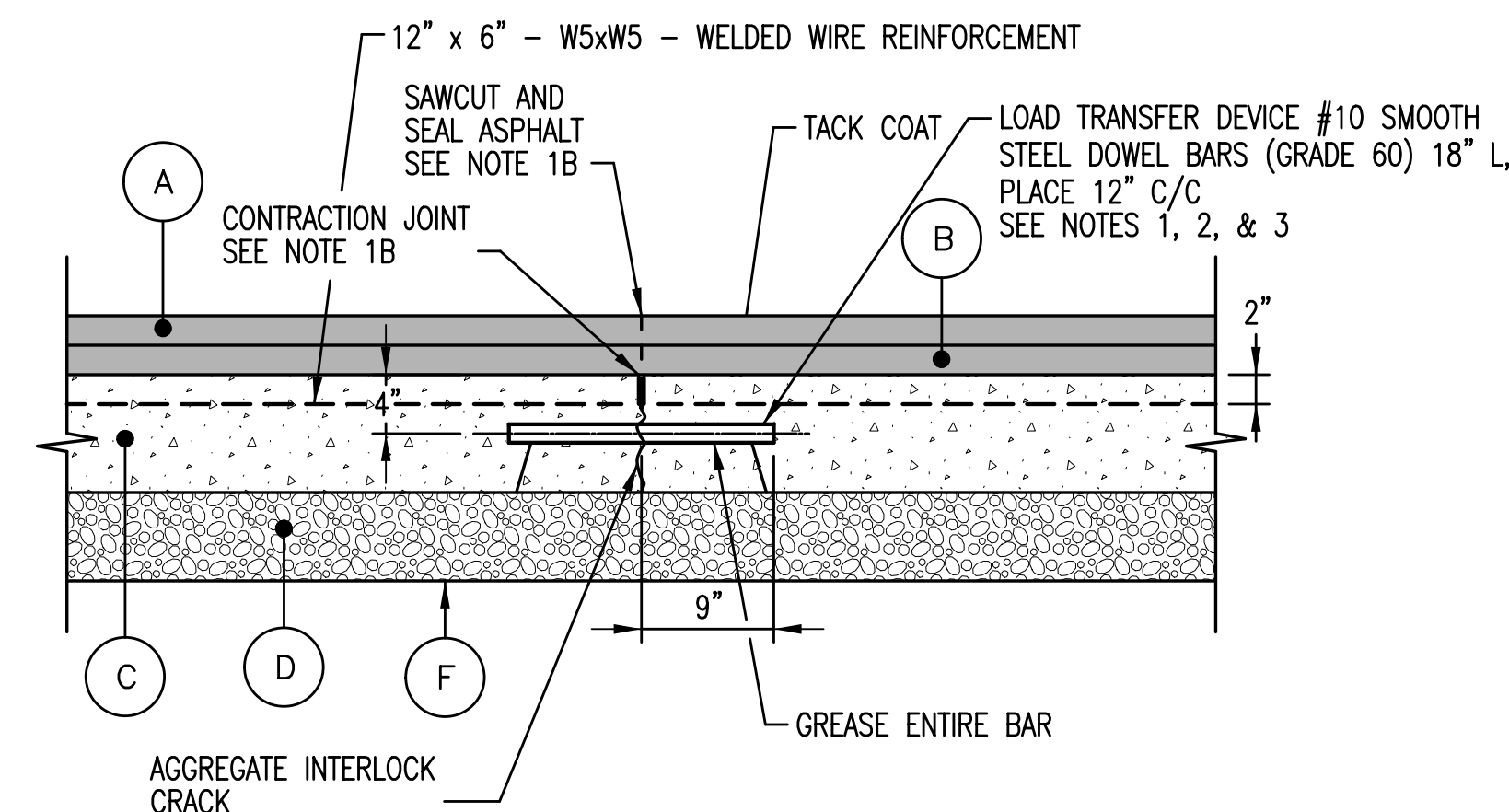
TYPE B1 - TRANSVERSE CONSTRUCTION JOINT
NOT TO SCALE



TYPE B2 - LONGITUDINAL CONSTRUCTION JOINT
NOT TO SCALE



PAVEMENT JOINT DETAIL
NOT TO SCALE



TYPE A1 - TRANSVERSE CONTRACTION JOINT
NOT TO SCALE

REVISIONS			
NO.	DESCRIPTION	DATE	BY
<p> (A) 2" HOT MIX ASPHALT SUPERPAVE 12.5 mm FOR SURFACE PG 76-22 LEVEL 2 (B) 2" HOT MIX ASPHALT SUPERPAVE 19 mm FOR BASE PG 64-22 LEVEL 2 (C) 8" REINFORCED CEMENT CONCRETE PAVEMENT MIX NO. 7 SEE NOTE 8 (D) 6" GRADED AGGREGATE BASE (GAB) (E) LONGITUDINAL JOINT AND DEFORMED STEEL TIE BAR - SEE DETAILS FOR TYPE A2 AND B2 JOINTS (F) GEOTEXTILE TYPE SE WOVEN (AASHTO M-288, CLASS 2) SEE NOTE 7 (G) MODIFIED TYPE A COMBINATION CURB AND GUTTER, 12" GUTTER PAN, 12" DEPTH, 6" RISE </p> <p> NOTES: 1. A) REFER TO STD. NOS. MD-572.21 AND MD-572.23 FOR LOAD TRANSFER DEVICE DETAILS AND NOTES. B) REFER TO SHEET JDO3 FOR JOINT DETAILS AND NOTES. C) REFER TO STD. NO. MD-572.61 & MD-572.61-01 FOR TIE DEVICE DETAILS AND NOTES. D) WITHIN INTERSECTION BOX, USE #10 DEFORMED STEEL TIE BARS (GRADE 60), PLACE 12" C/C. 2. DOWEL BARS AND TIE-BARS SHALL BE EPOXY-COATED. SEE SECTION 908 OF THE MDSHA SPECIFICATIONS. 3. REFER TO SPECIAL PROVISIONS FOR DOWEL PLACEMENT TOLERANCES. 4. REFER TO MDSHA SPECIFICATIONS (SECTIONS 520, 523, 901, 908, 911, 915, 917, AND 921) AND THE SPECIAL PROVISIONS FOR MORE INFORMATION. 5. GEOTEXTILE SHALL BE PLACE WITH 2' OVERLAPS. 6. USE HIGH-EARLY STRENGTH CONCRETE MIX NO. 9 AS NEEDED TO MAINTAIN TRAFFIC AND DRIVEWAY ACCESS. </p>			

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.



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NOT FOR CONSTRUCTION**

JDO1

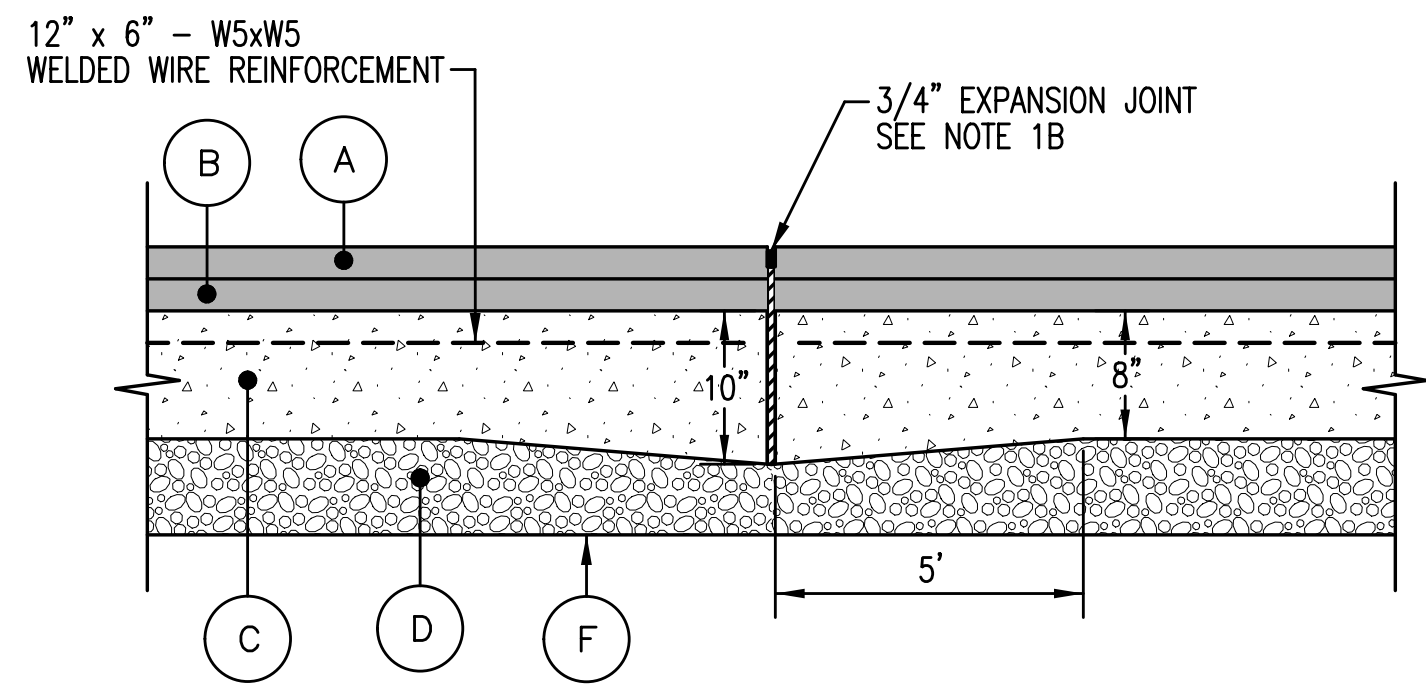
CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE

JOINT NOTES AND DETAILS

SCALE: AS SHOWN DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 7 OF 62

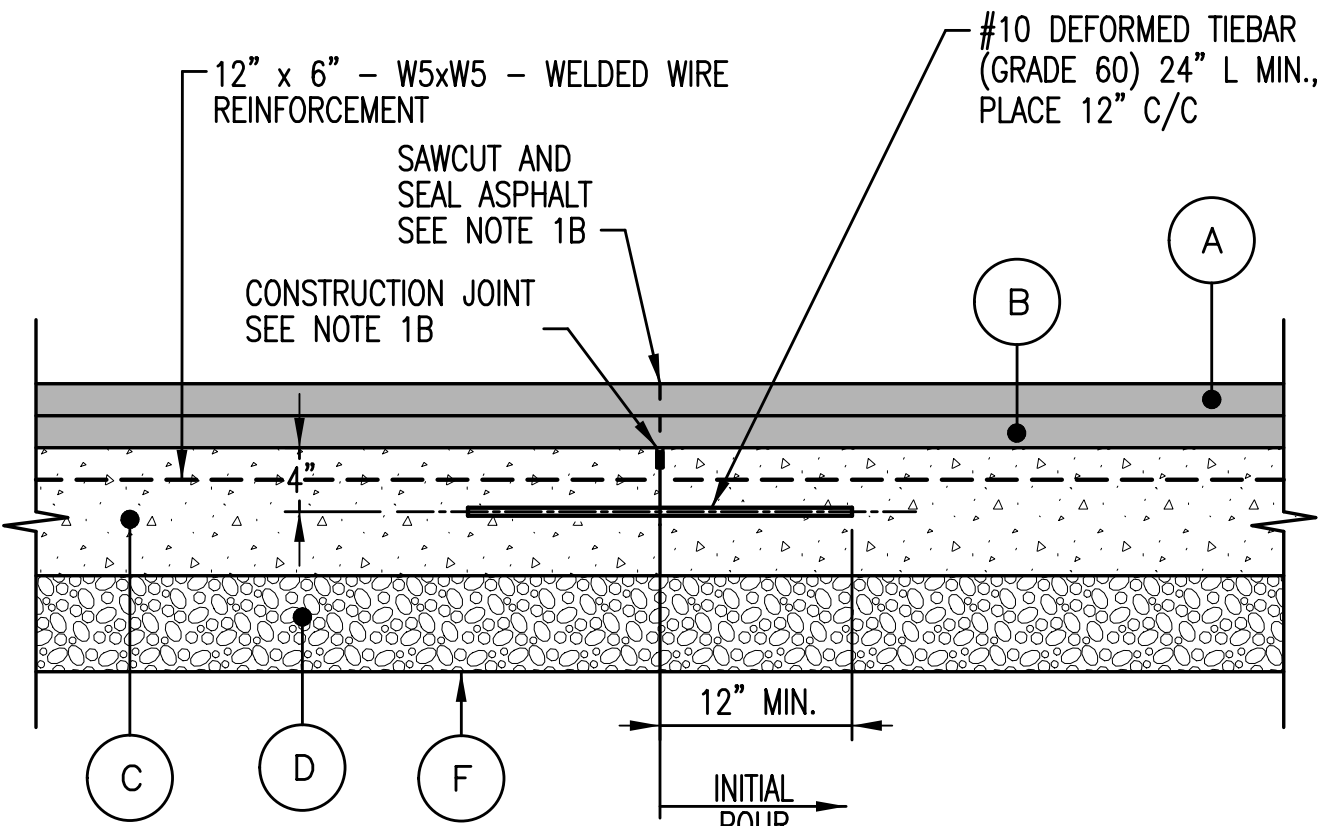
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TYPE C1 - THICKENED EDGE EXPANSION JOINT

NOT TO SCALE

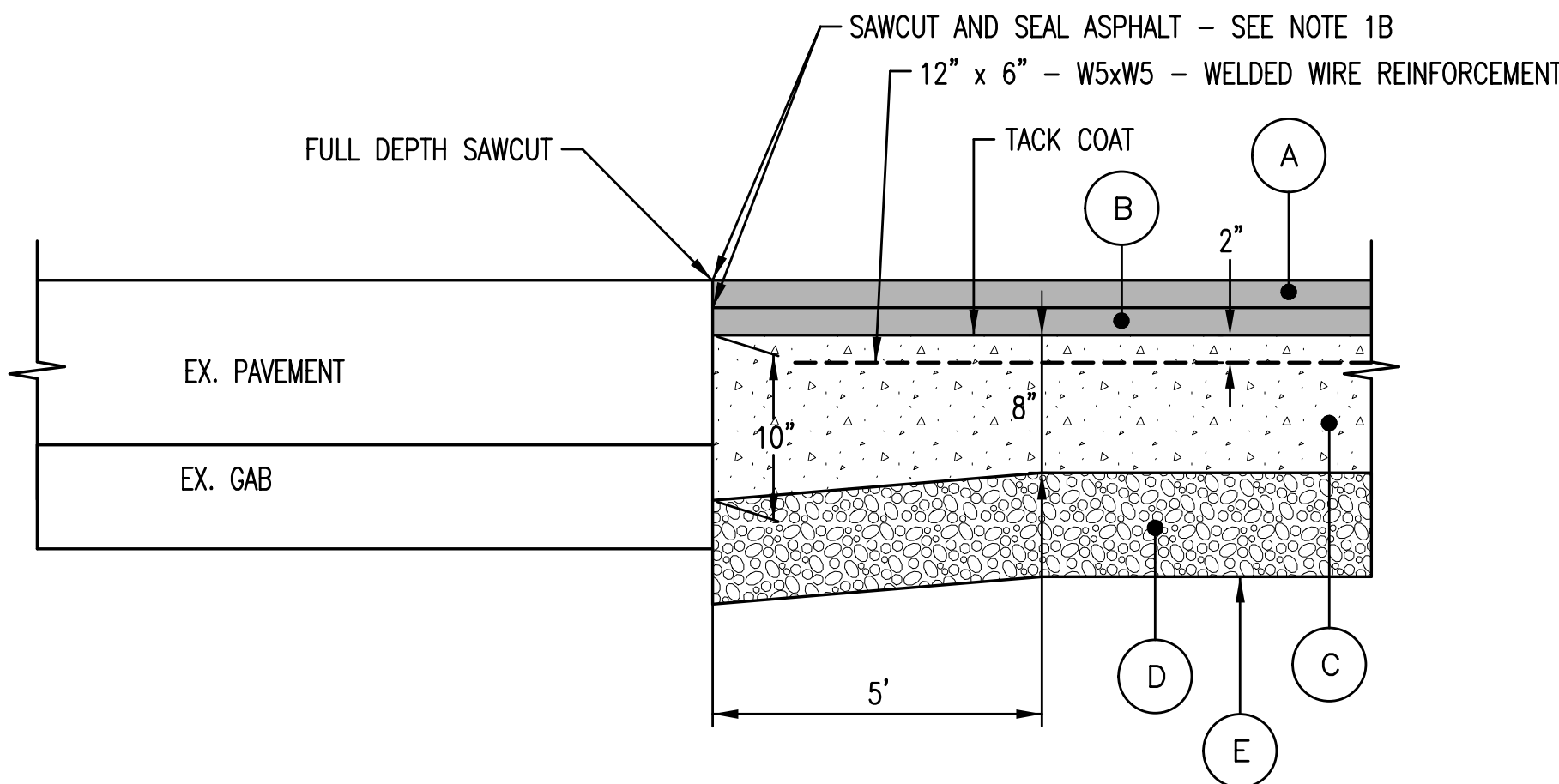
NOTES:
1. REFER TO JD02 FOR DETAILS AND NOTES.



TYPE D3 - UNPLANNED TRANSVERSE CONSTRUCTION JOINT

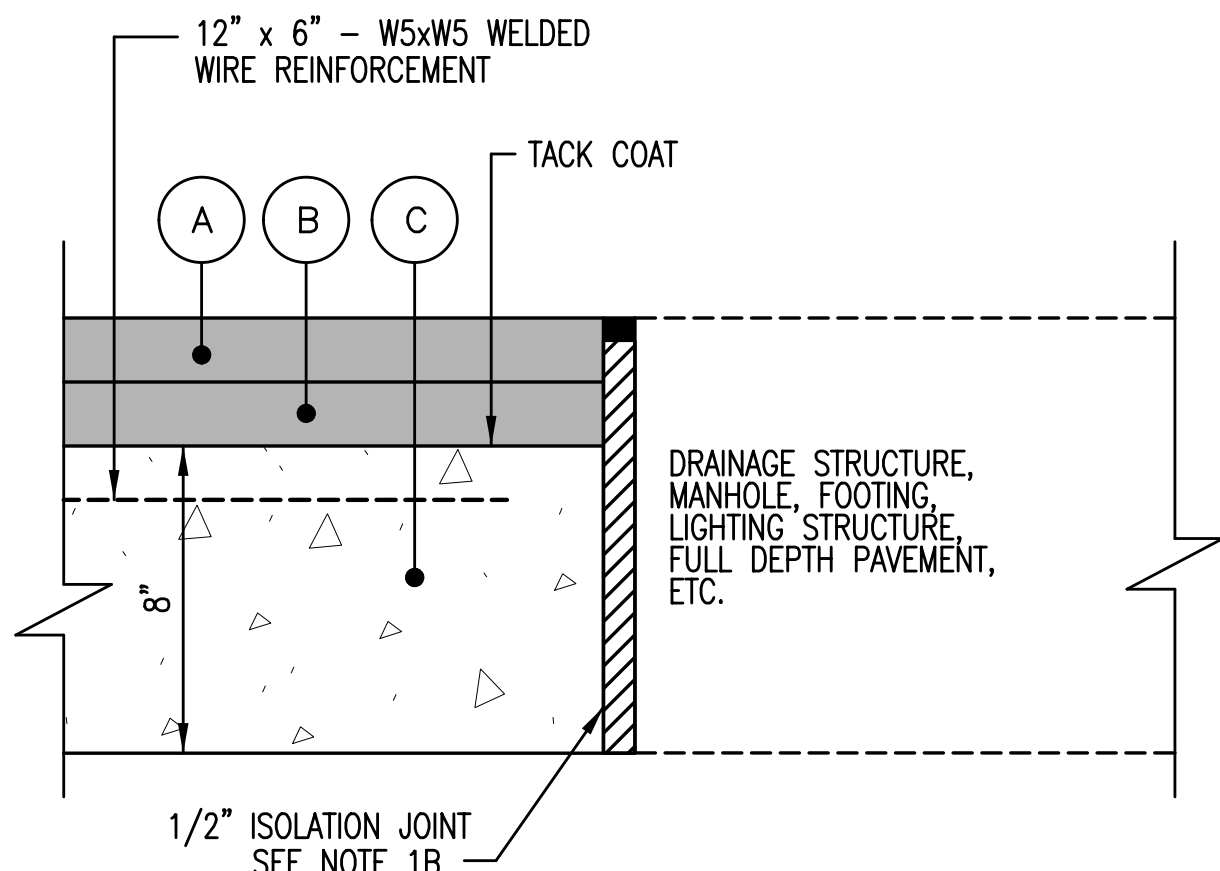
NOT TO SCALE

NOTES:
1. A) REFER TO STD. NO. MD-572.01 FOR TIE DEVICE DETAILS AND NOTES.
B) REFER TO JD02 FOR DETAILS AND NOTES.
2. IF UNPLANNED TRANSVERSE JOINT OCCURS AT OR NEAR THE LOCATION OF A PLANNED TRANSVERSE JOINT, USE TYPE B1 JOINT. IF THE UNPLANNED TRANSVERSE JOINT OCCURS IN THE MIDDLE THIRD OF THE NORMAL JOINT INTERVAL, USE TYPE D4 JOINT.



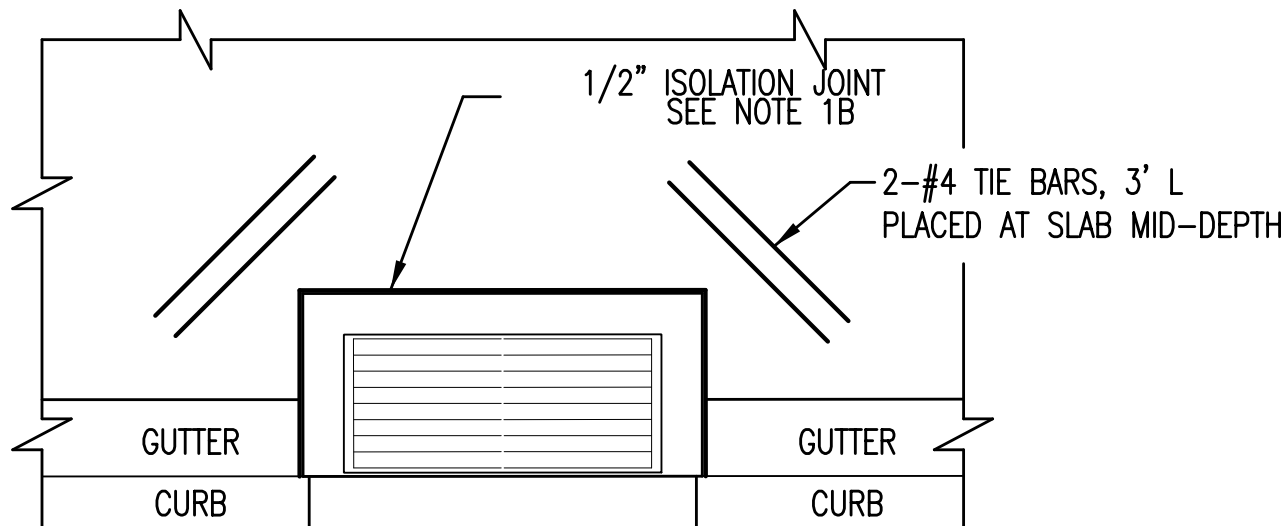
TYPE D1 - FULL DEPTH PAVEMENT ADJACENT TO EXISTING PAVEMENT JOINT
LONGITUDINAL SECTION

NOT TO SCALE



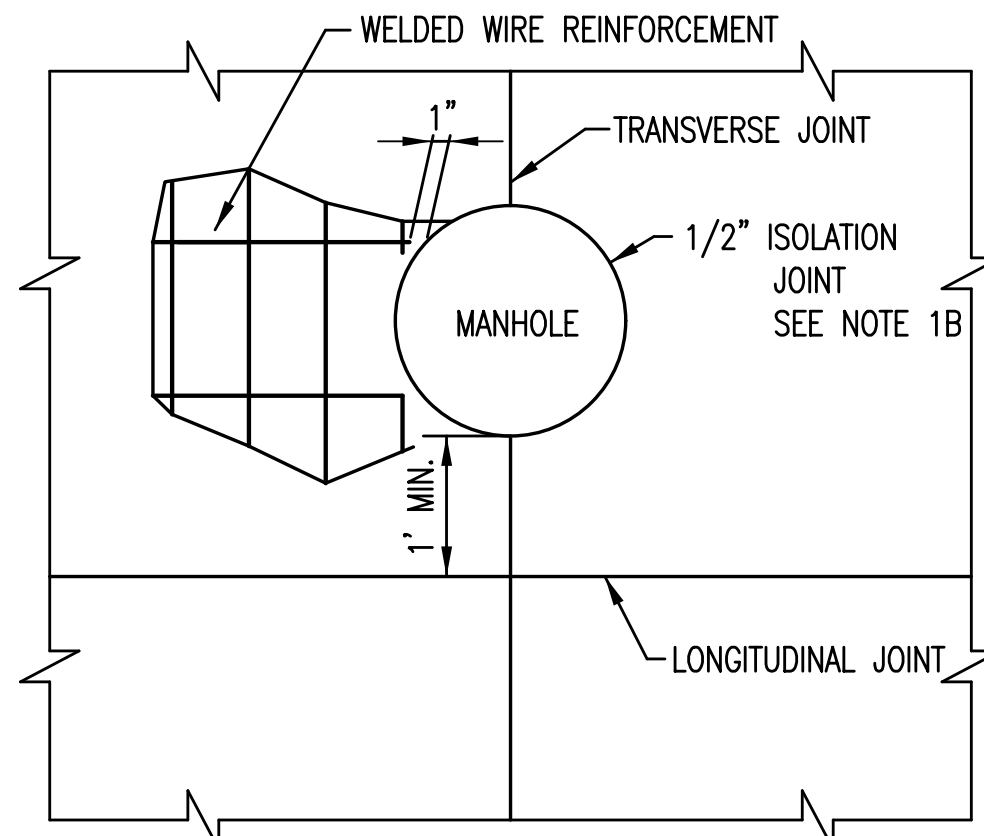
TYPE C2 - ISOLATION JOINT

NOT TO SCALE



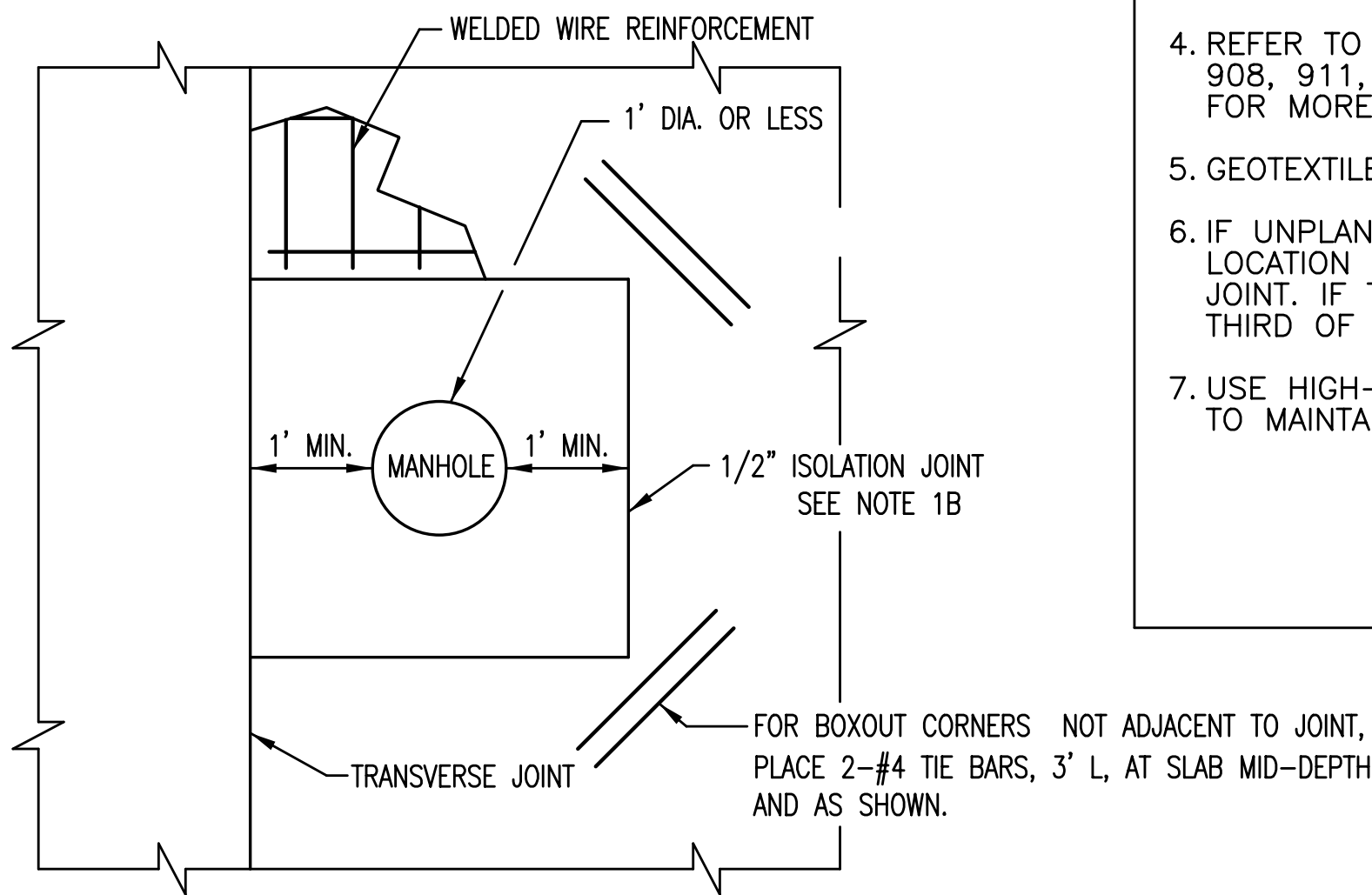
TYPE C2 - ISOLATION JOINT @ DRAINAGE STRUCTURE

NOT TO SCALE



TYPE C2 - ISOLATION JOINT @ UTILITY COVER
MORE THAN 1' DIA.

NOT TO SCALE



TYPE C2 - ISOLATION JOINT @ UTILITY COVER
1' DIA. OR LESS

NOT TO SCALE

REVISIONS			
NO.	DESCRIPTION	DATE	BY

(A) 2" HOT MIX ASPHALT SUPERPAVE
12.5 mm FOR SURFACE PG 76-22 LEVEL 2
 (B) 2" HOT MIX ASPHALT SUPERPAVE
19 mm FOR BASE PG 64-22 LEVEL 2
 (C) 8" REINFORCED CEMENT CONCRETE PAVEMENT MIX NO. 7
SEE NOTE 8
 (D) 6" GRADED AGGREGATE BASE (GAB)
 (E) GEOTEXTILE TYPE SE WOVEN (AASHTO M-288, CLASS 2)

NOTES:

- A) REFER TO STD. NO. MD-572.21 FOR LOAD TRANSFER DEVICE DETAILS AND NOTES.
B) REFER TO SHEET JD03 FOR JOINT DETAILS AND NOTES.
C) REFER TO STD. NO. MD-572.61 & MD-572.61-01 FOR TIE DEVICE DETAILS AND NOTES.
- DOWEL BARS AND TIE-BARS SHALL BE EPOXY-COATED. SEE SECTION 908 OF THE MDSHA SPECIFICATIONS.
- REFER TO SPECIAL PROVISIONS FOR DOWEL PLACEMENT TOLERANCES.
- REFER TO MDSHA SPECIFICATIONS (SECTIONS 520, 523, 901, 908, 911, 915, 917, AND 921) AND THE SPECIAL PROVISIONS FOR MORE INFORMATION.
- GEOTEXTILE SHALL BE PLACE WITH 2' OVERLAPS.
- IF UNPLANNED TRANSVERSE JOINT OCCURS AT OR NEAR THE LOCATION OF A PLANNED TRANSVERSE JOINT, USE TYPE B1 JOINT. IF THE UNPLANNED TRANSVERSE JOINT OCCURS IN THE THIRD OF THE NORMAL JOINT INTERVAL, USE TYPE D3 JOINT.
- USE HIGH-EARLY STRENGTH CONCRETE MIX NO. 9 AS NEEDED TO MAINTAIN TRAFFIC AND DRIVEWAY ACCESS.

DRAFT SUBMITTAL
NOT FOR CONSTRUCTION

JD02

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE

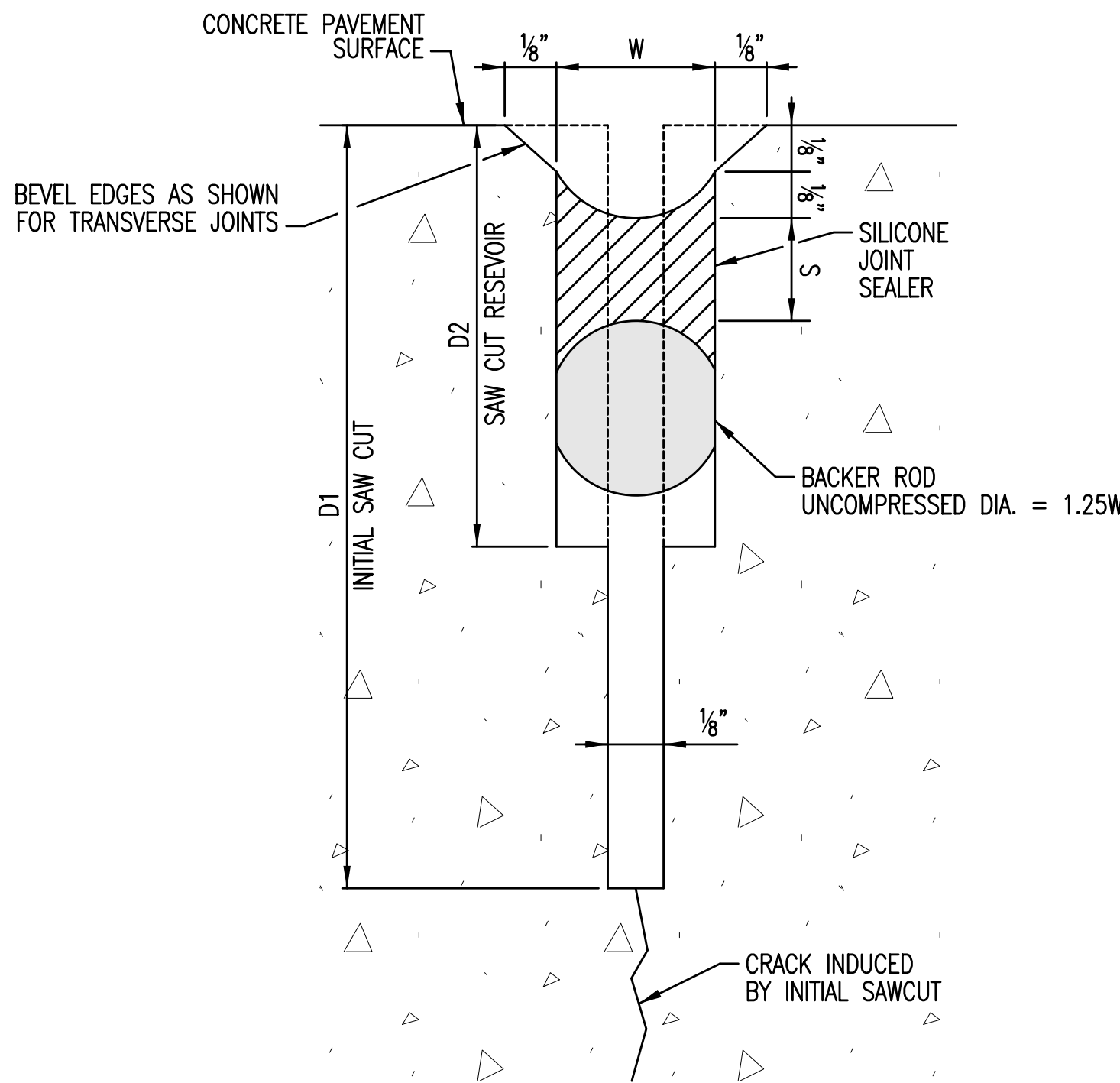
JOINT NOTES AND DETAILS

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.

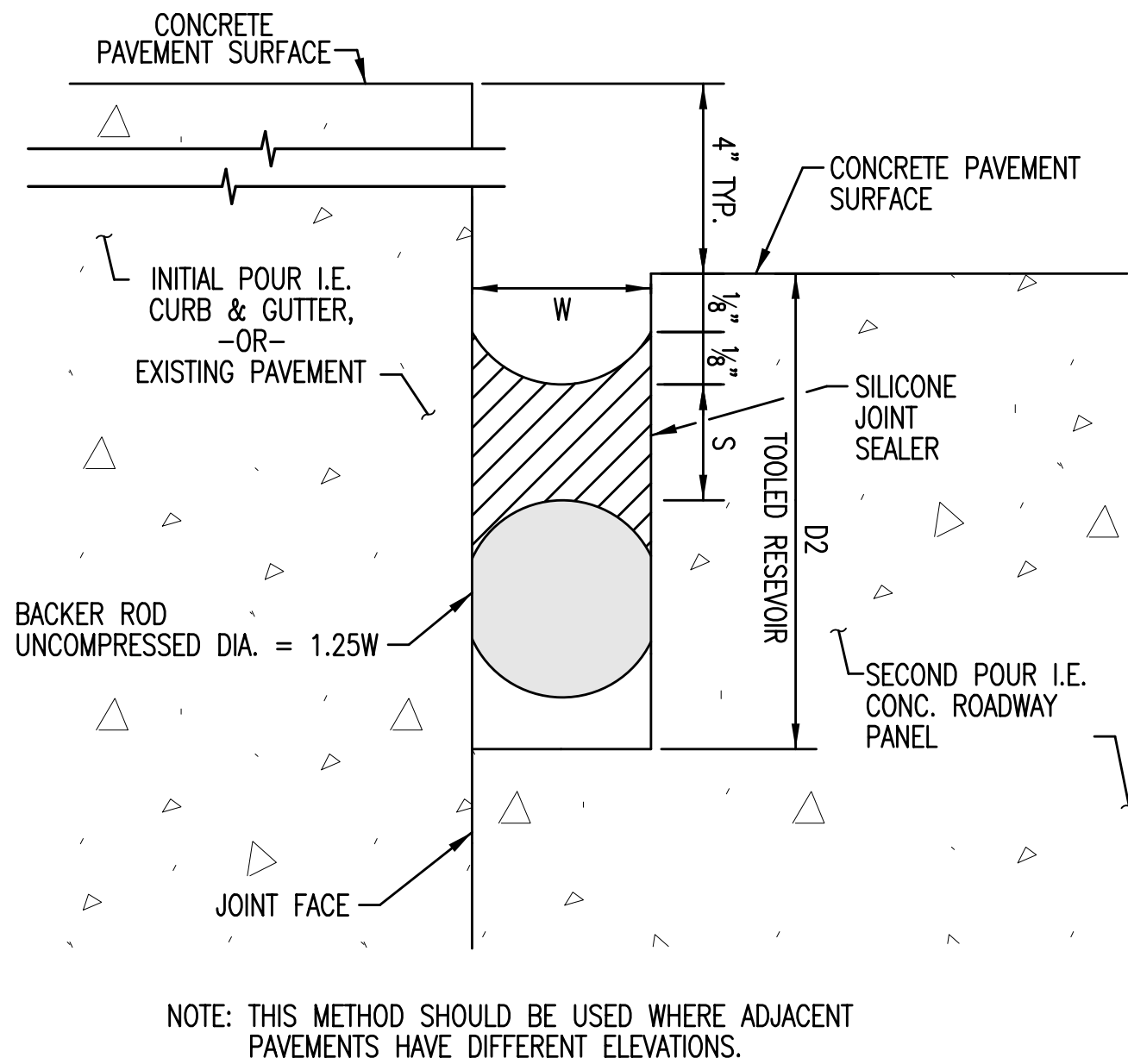
WR&A
WHITMAN, REQUARDT
& ASSOCIATES, LLP
800 South Caroline Street, Baltimore, Maryland 21201

SCALE: AS SHOWN DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 8 OF 62
N:\31576-007\CADD\31576007H-JD02.dgn

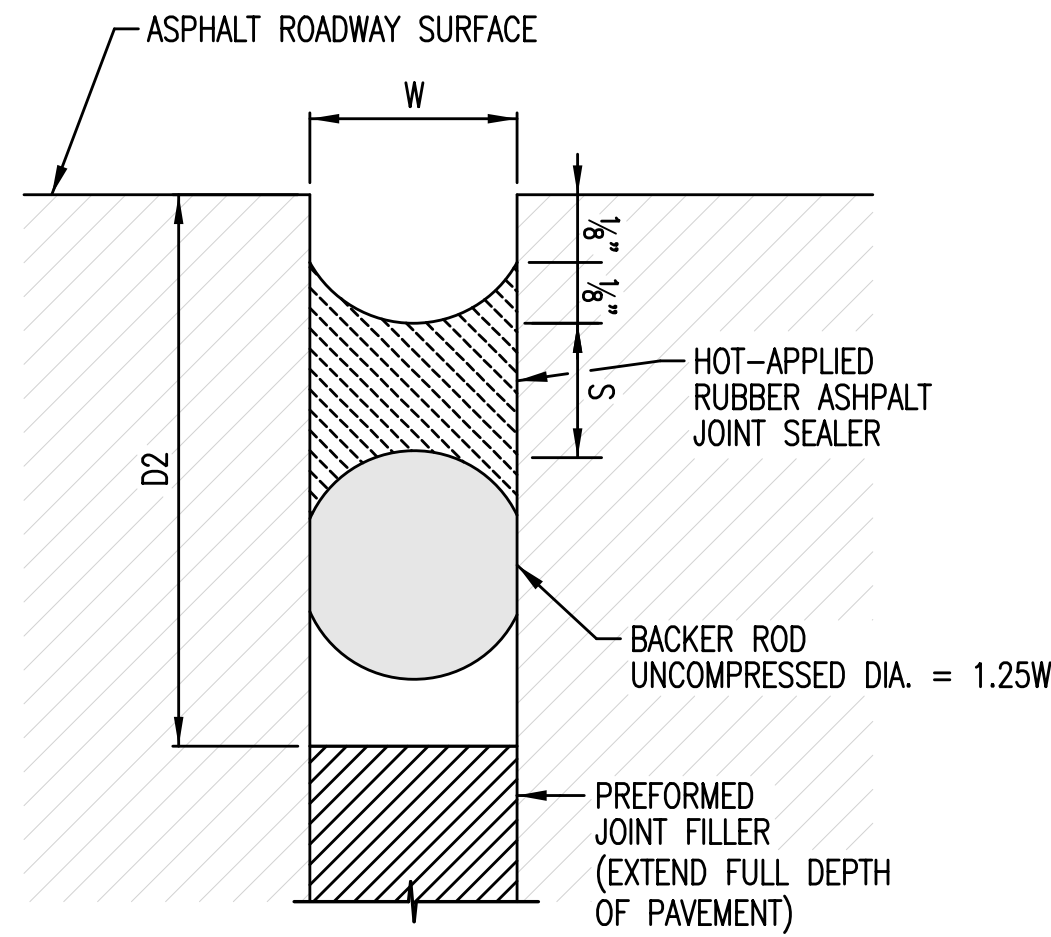
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NO.	DESCRIPTION	DATE	BY



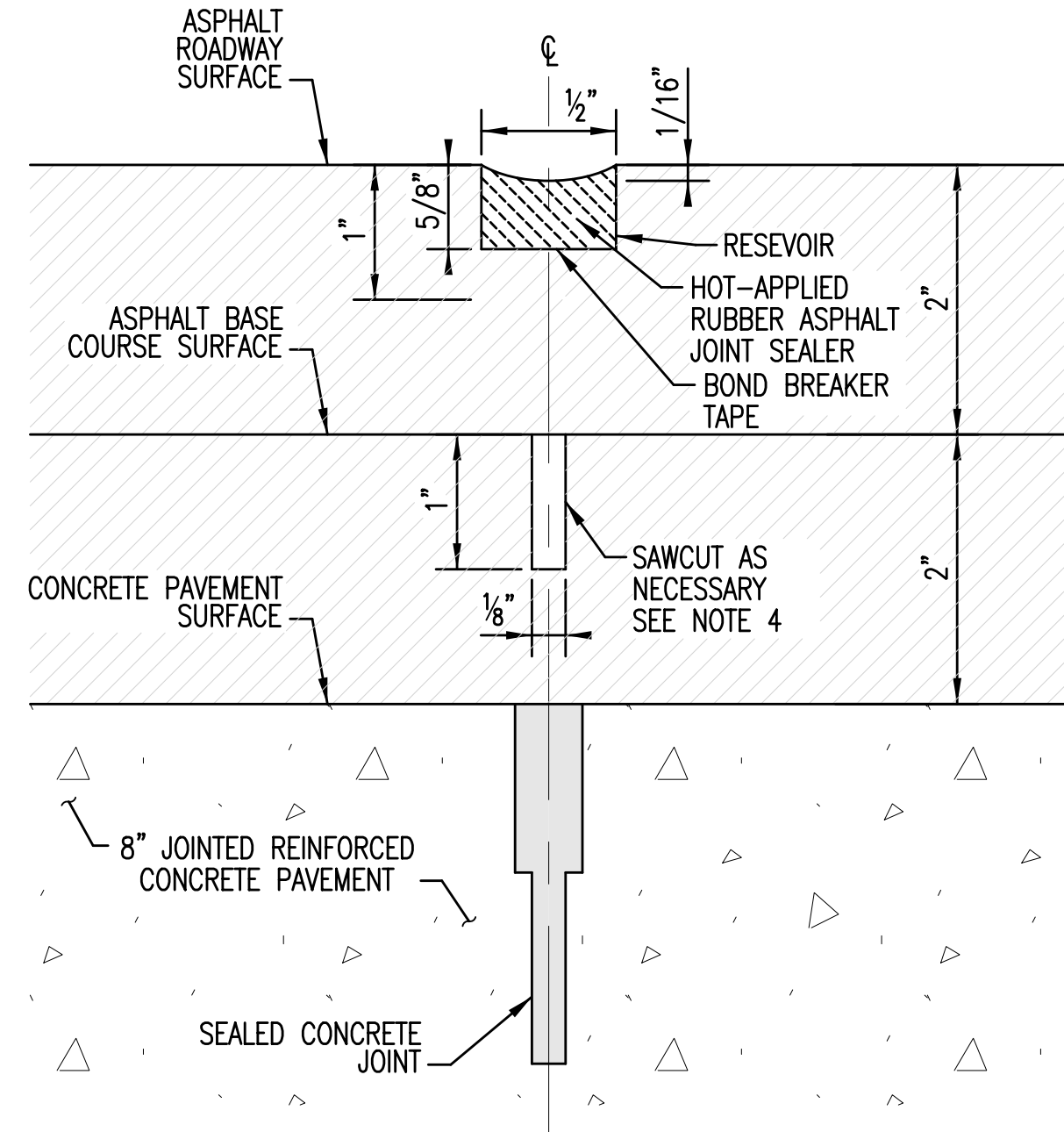
SEAL METHOD 1
TRANSVERSE/LONGITUDINAL JOINTS



SEAL METHOD 2
TOOLED CONSTRUCTION JOINT



SEAL METHOD 3
EXPANSION/ISOLATION JOINT



JOINT TYPE	SEAL METHOD	T CONC. SLAB THICKNESS	W RESEVOIR WIDTH	S SEAL THICKNESS	D1 INITIAL SAWCUT DEPTH	D2 RESEVOIR DEPTH
A1*	1	8" FOR ROADWAY SLABS	1/4"	1/4" MIN.	T/3 SEE NOTE 2	1-1/4"
A2	1					
B1*	1,2					
B2	1,2					
C1	3		3/4"	3/8" MIN.	INITIAL SAWCUT NOT REQUIRED	2"
C2	3		1/2"	1/4" MIN.		1-1/2"
D1	2		1/4"			1-1/4"
D2	2					
D3	2					

*SEE NOTE 5

NOTES:

1. INITIAL SAWCUTS SHALL COMMENCE AS SOON AS CONCRETE HAS HARDENED SUFFICIENTLY TO PERMIT CUTTING THE CONCRETE WITHOUT CHIPPING, SPALLING, OR TEARING. TIMES MAY VARY DEPENDING ON WEATHER CONDITIONS AND/OR CURING TIME FOR THE MIX DESIGN. HOWEVER, THE INITIAL SAW CUT SHALL BE COMPLETED WITHIN 24 HOURS AFTER PLACEMENT OF CONCRETE.
2. SAWING INTO DOWEL BARS, TIE BARS, OR WELDED WIRE REINFORCEMENT IS PROHIBITED.
3. JOINTS SHALL BE THOROUGHLY CLEANED AND DRIED AS PER SECTION 523.03.02 OF THE MDSHA SPECIFICATIONS BEFORE INSTALLATION OF THE SEAL.
4. SEAL METHODS 1 AND 2 SHALL USE SILICONE JOINT SEALER AS PER SECTION 911.01.01 OF THE MDSHA SPECIFICATIONS.

SEAL METHOD 3 SHALL USE HOT-APPLIED RUBBER ASPHALT JOINT SEALER AS PER SECTION 911.01 AND PREFORMED JOINT FILLER AS PER SECTION 911.02.
5. FOR TYPE A1 AND B1 TRANSVERSE JOINTS, THE DESIGN-BUILDER MAY USE PREFORMED POLYCHOROPRENE ELASTOMERIC COMPRESSION JOINT SEALS AS PER SECTION 911.04 OF THE MDSHA SPECIFICATIONS. DESIGN-BUILDER SHALL SUBMIT INSTALLATION METHODS AND DETAILS TO BALTIMORE CITY FOR APPROVAL. DETAILS SHALL INCLUDE CROSS SECTIONAL DESIGN AND RESEVOIR DIMENSIONS.
6. REFER TO SECTION 523 OF THE MDSHA SPECIFICATIONS FOR MORE INFORMATION.

NOTES:

1. BEFORE INSTALLATION OF THE SEALER, SAWCUTS SHALL BE THOROUGHLY CLEANED AND DRIED.
2. JOINTS SHALL BE SEALED WITH HOT-APPLIED RUBBER ASPHALT JOINT SEALER AS PER 911.01 OF THE MDSHA SPECIFICATIONS AND THE SPECIAL PROVISION.
3. SAWCUTS IN THE ASPHALT BASE AND SURFACE COURSES SHALL ALIGN WITH THE CENTERLINE OF CONCRETE JOINT WITHIN 1".
4. IF THE HMA SURFACE COURSE IS TO BE PLACED THE FOLLOWING PAVING SEASON, SAWCUT THE HMA BASE COURSE TO PROVIDE A 1" DEEP BY 1/8" WIDE CHANNEL TO FACILITATE AND CONTROL REFLECTIVE CRACKING. DO NOT SEAL.
5. REFER TO THE SPECIAL PROVISION FOR MORE INFORMATION.

SAWCUTTING AND SEALING OF JOINTED REINFORCED CONCRETE PAVEMENT

SAWCUTTING AND SEALING OF ASPHALT

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.



DRAFT SUBMITTAL
NOT FOR CONSTRUCTION

JD03

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE

JOINT NOTES AND DETAILS

SCALE: AS SHOWN DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 9 OF 62

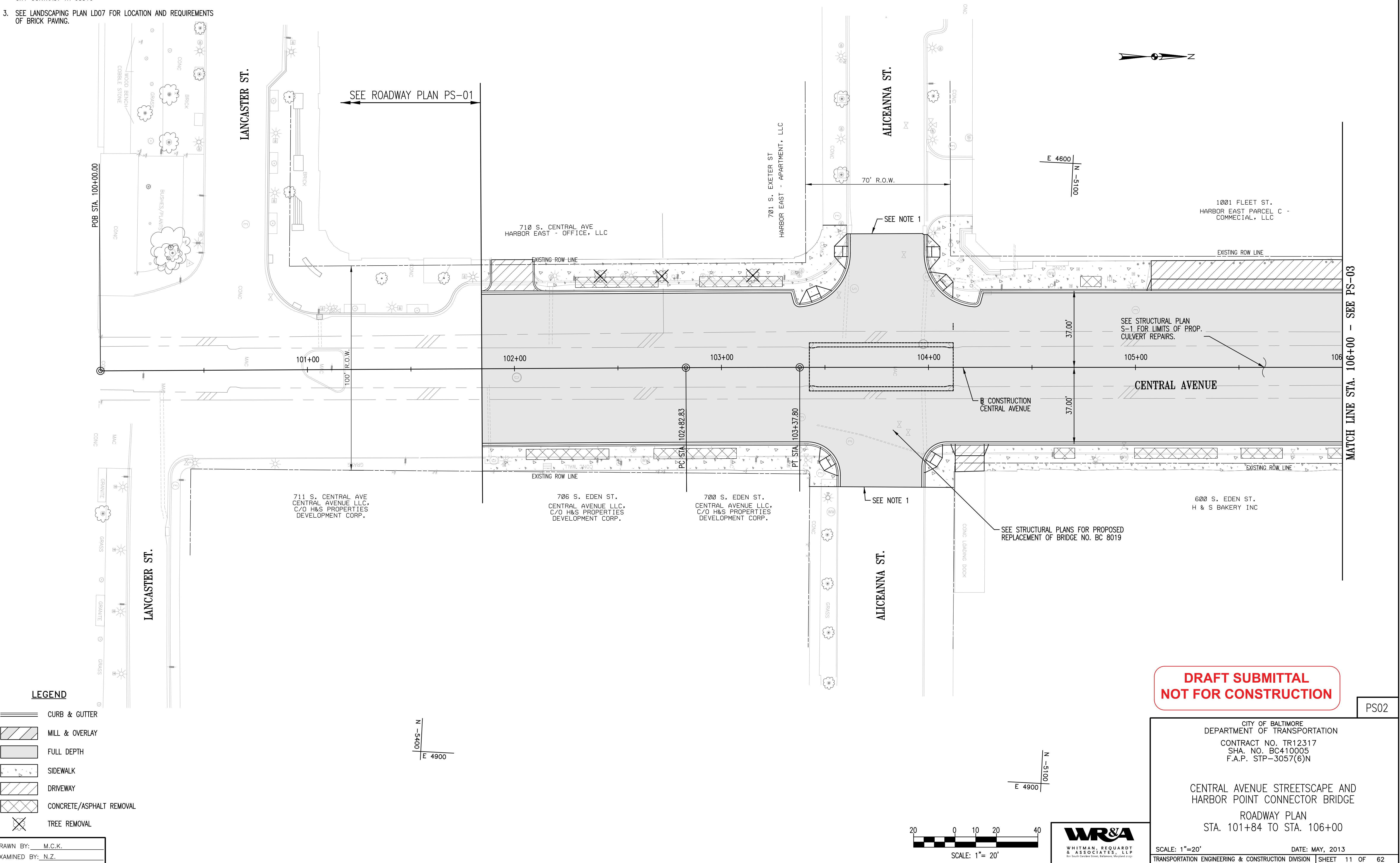
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NOTES:

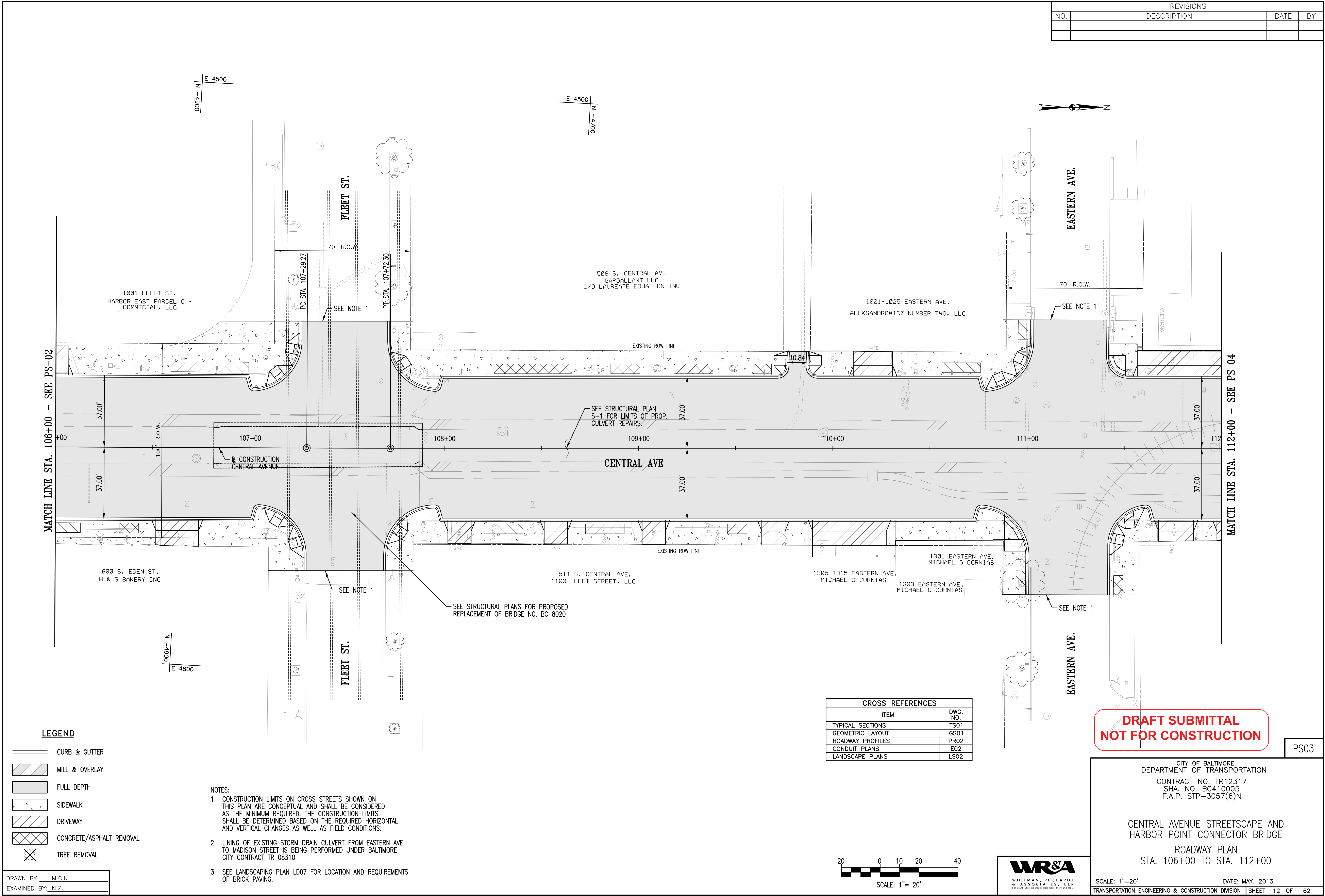
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2. LINING OF EXISTING STORM DRAIN CULVERT FROM EASTERN AVE TO MADISON STREET IS BEING PERFORMED UNDER BALTIMORE CITY CONTRACT TR 08310
3. SEE LANDSCAPING PLAN LD07 FOR LOCATION AND REQUIREMENTS OF BRICK PAVING.

CROSS REFERENCES	
ITEM	DWG. NO.
TYPICAL SECTIONS	TS01
GEOMETRIC LAYOUT	GS01
ROADWAY PROFILES	PR01
CONDUIT PLANS	E01
LANDSCAPE PLANS	LS01

REVISIONS			
NO.	DESCRIPTION	DATE	BY



REVISIONS			
NO.	DESCRIPTION	DATE	BY



MATCH LINE STA. 106+00 - SEE PS-02

MATCH LINE STA. 112+00 - SEE PS 04

LEGEND

- CURB & GUTTER
- MILL & OVERLAY
- FULL DEPTH
- SIDEWALK
- DRIVEWAY
- CONCRETE/ASPHALT REMOVAL
- TREE REMOVAL

- NOTES:
- CONSTRUCTION LIMITS ON CROSS STREETS SHOWN ON THIS PLAN ARE CONCEPTUAL AND SHALL BE CONSIDERED AS THE MINIMUM REQUIRED. THE CONSTRUCTION LIMITS SHALL BE DETERMINED BASED ON THE REQUIRED HORIZONTAL AND VERTICAL CHANGES AS WELL AS FIELD CONDITIONS.
 - LINING OF EXISTING STORM DRAIN CULVERT FROM EASTERN AVE TO MADISON STREET IS BEING PERFORMED UNDER BALTIMORE CITY CONTRACT TR 08310
 - SEE LANDSCAPING PLAN LD07 FOR LOCATION AND REQUIREMENTS OF BRICK PAVING.

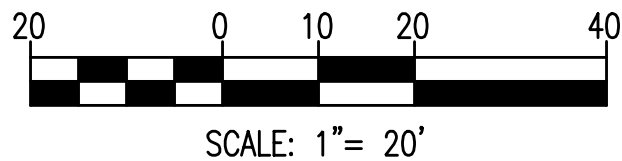
CROSS REFERENCES	
ITEM	DWG. NO.
TYPICAL SECTIONS	TS01
GEOMETRIC LAYOUT	GS01
ROADWAY PROFILES	PR02
CONDUIT PLANS	EO2
LANDSCAPE PLANS	LS02

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NOT FOR CONSTRUCTION

PS03

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
ROADWAY PLAN
STA. 106+00 TO STA. 112+00



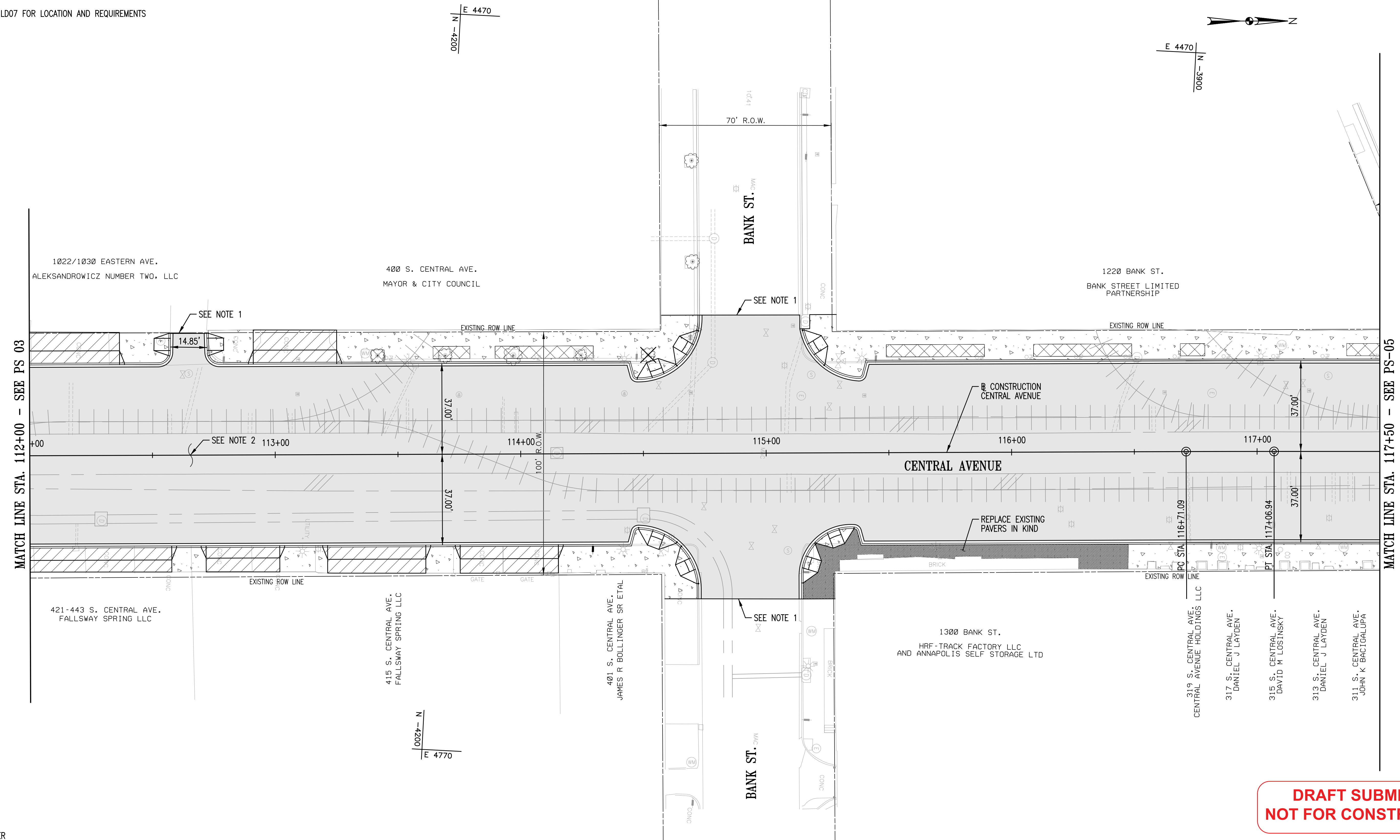
DRAWN BY: M.C.K.
EXAMINED BY: N.Z.

REVISIONS			
NO.	DESCRIPTION	DATE	BY








NOTES:

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2. LINING OF EXISTING STORM DRAIN CULVERT FROM EASTERN AVE TO MADISON STREET IS BEING PERFORMED UNDER BALTIMORE CITY CONTRACT TR 08310
3. SEE LANDSCAPING PLAN LD07 FOR LOCATION AND REQUIREMENTS OF BRICK PAVING.

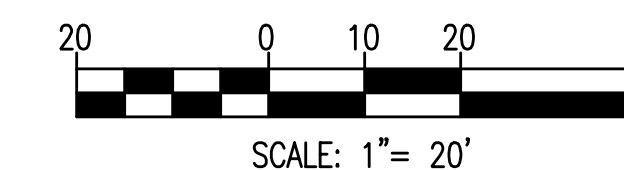
CROSS REFERENCES	
ITEM	DWG. NO.
TYPICAL SECTIONS	TS01
GEOMETRIC LAYOUT	GS01
ROADWAY PROFILES	PR03
CONDUIT PLANS	E03
LANDSCAPE PLANS	LS03



LEGEND

- | | |
|---|--------------------------|
|  | CURB & GUTTER |
|  | MILL & OVERLAY |
|  | FULL DEPTH |
|  | SIDEWALK |
|  | DRIVEWAY |
|  | CONCRETE/ASPHALT REMOVAL |
|  | TREE REMOVAL |

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.



**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
ROADWAY PLAN
STA. 112+00 TO STA. 117+50

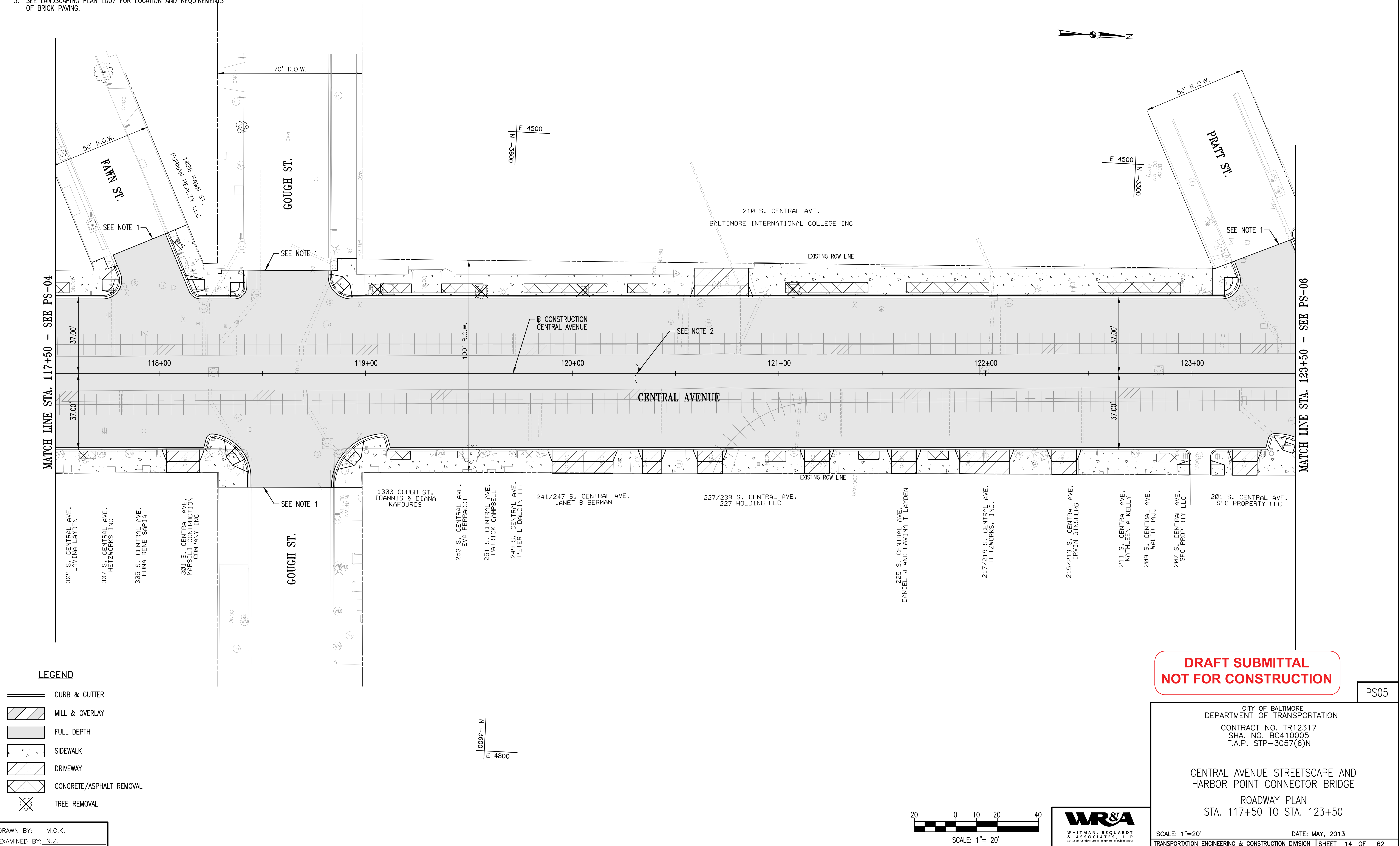
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TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION	SHEET 13 OF 62

N:\31576-007\CADD\31576007H-PS04.dgn

1. CONSTRUCTION LIMITS ON CROSS STREETS SHOWN ON THIS PLAN ARE CONCEPTUAL AND SHALL BE CONSIDERED AS THE MINIMUM REQUIRED. THE CONSTRUCTION LIMITS SHALL BE DETERMINED BASED ON THE REQUIRED HORIZONTAL AND VERTICAL CHANGES AS WELL AS FIELD CONDITIONS.
2. LINING OF EXISTING STORM DRAIN CULVERT FROM EASTERN AVE TO MADISON STREET IS BEING PERFORMED UNDER BALTIMORE CITY CONTRACT TR 08310
3. SEE LANDSCAPING PLAN LD07 FOR LOCATION AND REQUIREMENTS OF BRICK PAVING.

CROSS REFERENCES	
ITEM	DWG. NO.
TYPICAL SECTIONS	TS01
GEOMETRIC LAYOUT	GS01
ROADWAY PROFILES	PR04
CONDUIT PLANS	E04
LANDSCAPE PLANS	LS04

REVISIONS			
NO.	DESCRIPTION	DATE	BY

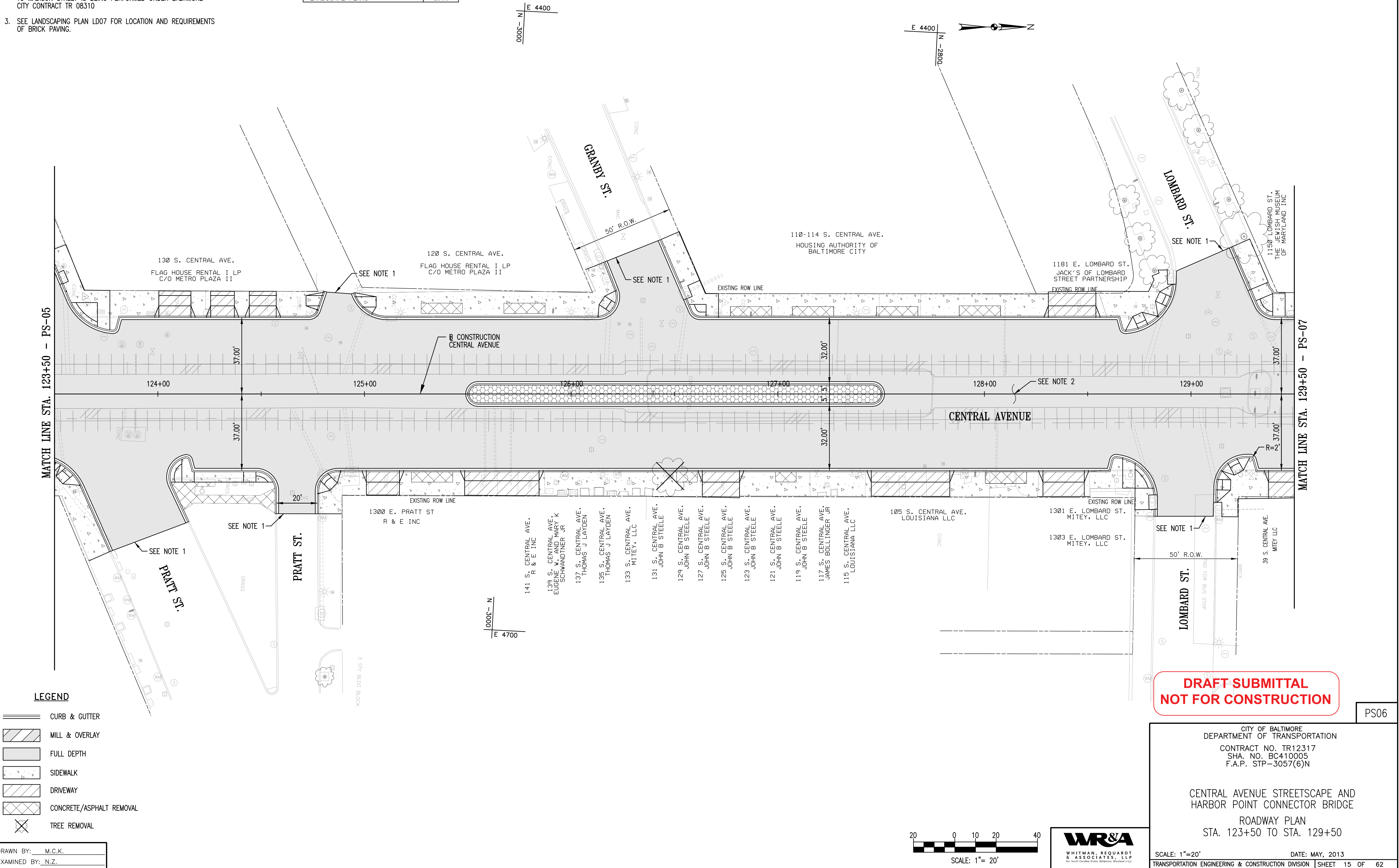


NOTES:

1. CONSTRUCTION LIMITS ON CROSS STREETS SHOWN ON THIS PLAN ARE CONCEPTUAL AND SHALL BE CONSIDERED AS THE MINIMUM REQUIRED. THE CONSTRUCTION LIMITS SHALL BE DETERMINED BASED ON THE REQUIRED HORIZONTAL AND VERTICAL CHANGES AS WELL AS FIELD CONDITIONS.
2. LINING OF EXISTING STORM DRAIN CULVERT FROM EASTERN AVE TO MADISON STREET IS BEING PERFORMED UNDER BALTIMORE CITY CONTRACT TR 08310
3. SEE LANDSCAPING PLAN LD07 FOR LOCATION AND REQUIREMENTS OF BRICK PAVING.

CROSS REFERENCES	
ITEM	DWG. NO.
TYPICAL SECTIONS	TS01
GEOMETRIC LAYOUT	GS01
ROADWAY PROFILES	PR05
CONDUIT PLANS	E05
LANDSCAPE PLANS	LS05

REVISIONS			
NO.	DESCRIPTION	DATE	BY

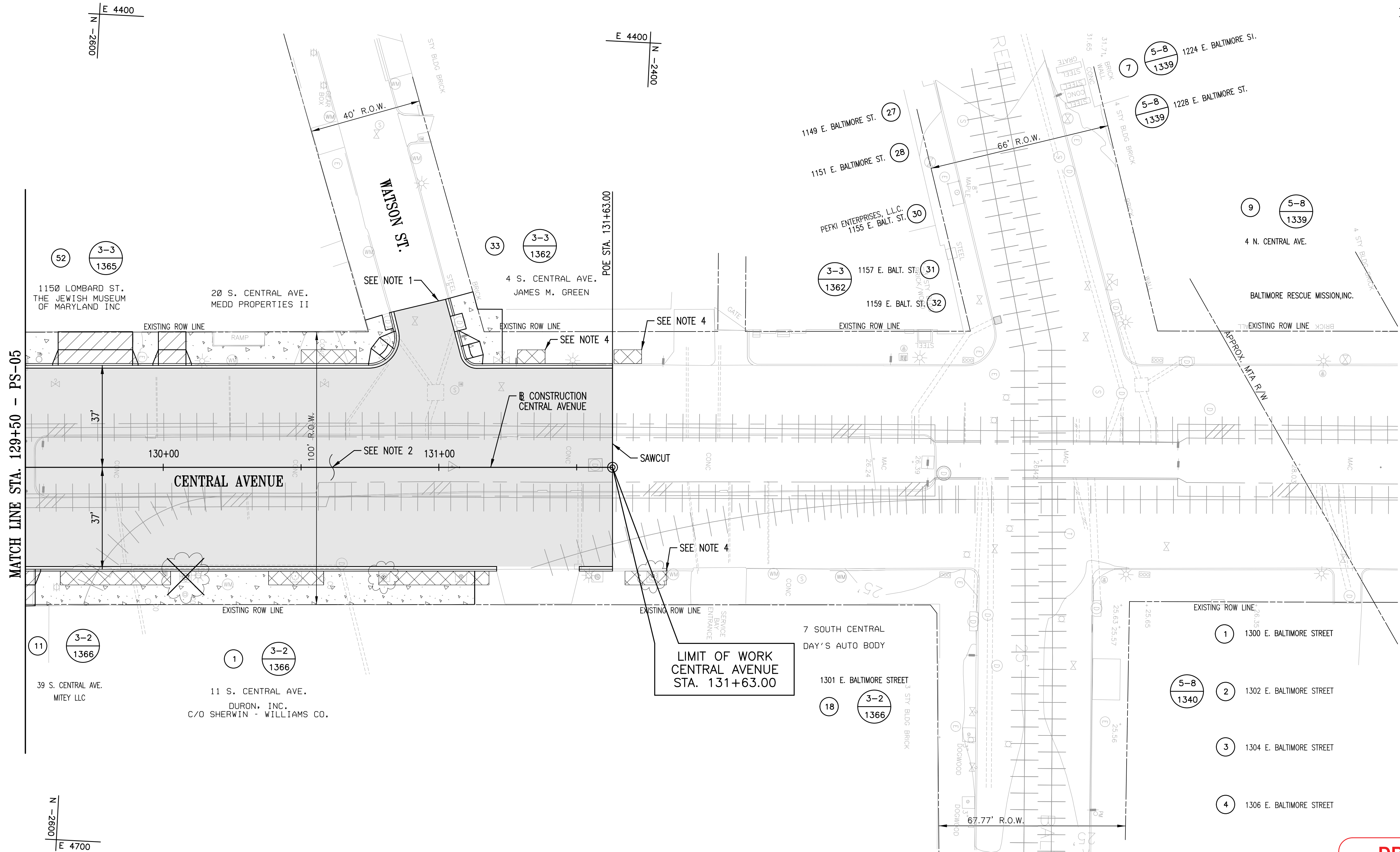


NOTES:

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2. LINING OF EXISTING STORM DRAIN CULVERT FROM EASTERN AVE TO MADISON STREET IS BEING PERFORMED UNDER BALTIMORE CITY CONTRACT TR 08310
3. SEE LANDSCAPING PLAN LD07 FOR LOCATION AND REQUIREMENTS OF BRICK PAVING.
4. COORDINATE WITH THE CONTRACTOR OF TR08310 FOR INSTALLATION OF NEW TREE PITS AND PLATING TREES.

CROSS REFERENCES	
ITEM	DWG. NO.
TYPICAL SECTIONS	TS01
GEOMETRIC LAYOUT	GS01
ROADWAY PROFILES	PR06
CONDUIT PLANS	E06
LANDSCAPE PLANS	LS06

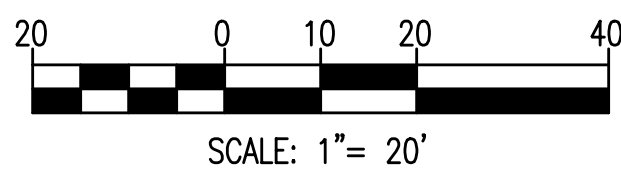
REVISIONS			
NO.	DESCRIPTION	DATE	BY



LEGEND

- CURB & GUTTER
- MILL & OVERLAY
- FULL DEPTH
- SIDEWALK
- DRIVEWAY
- CONCRETE/ASPHALT REMOVAL
- TREE REMOVAL

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.



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PS07

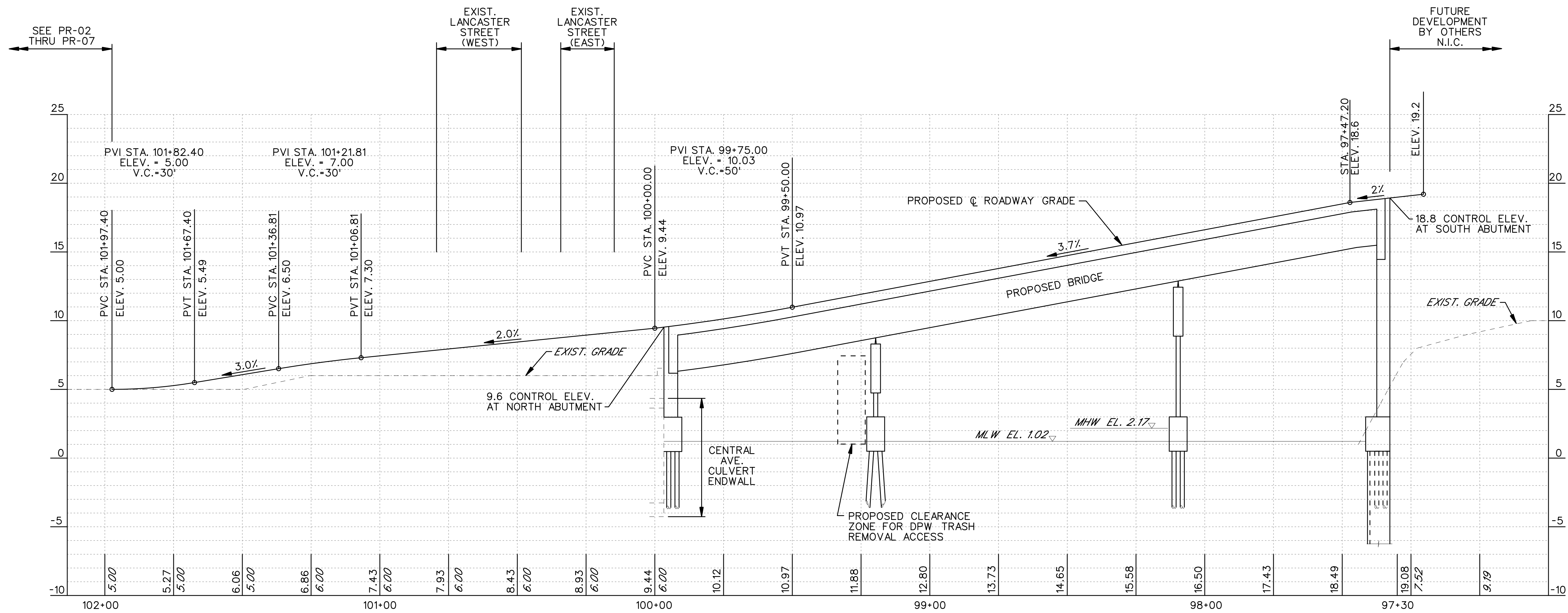
CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
ROADWAY PLAN
STA. 129+50 TO STA. 131+63

SCALE: 1"=20' DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 16 OF 62

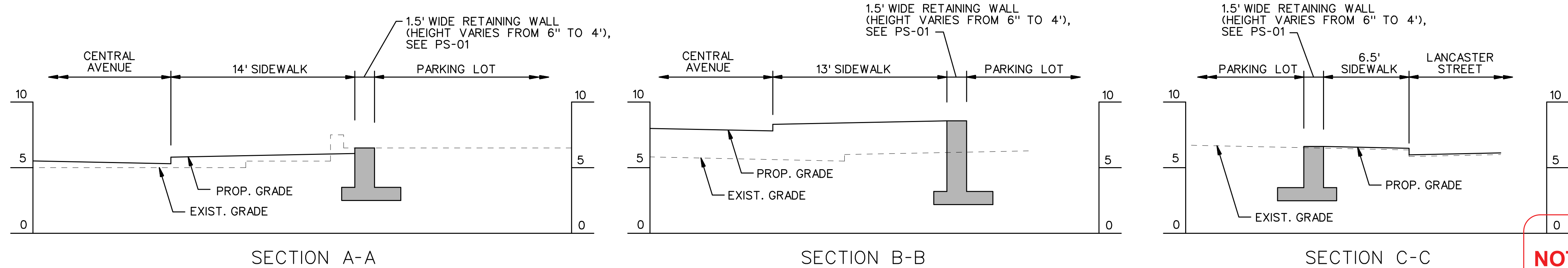
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REVISIONS			
NO.	DESCRIPTION	DATE	BY



HARBOR POINT CONNECTOR BRIDGE:
CENTRAL AVENUE TO HARBOR POINT

SCALE: HORIZ.: 1"=20'
VERT.: 1"=4'



RETAINING WALL SECTIONS

SCALE: HORIZ.: 1"=5'
VERT.: 1"=5'

30% SUBMITTAL
NOT FOR CONSTRUCTION

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PR-01

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
S.H.A. NO. PENDING
F.A.P. PENDING

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE

ROADWAY PROFILE &
RETAINING WALL SECTIONS
STA. 101+84.24 TO STA. 97+30.00

SCALE: AS NOTED

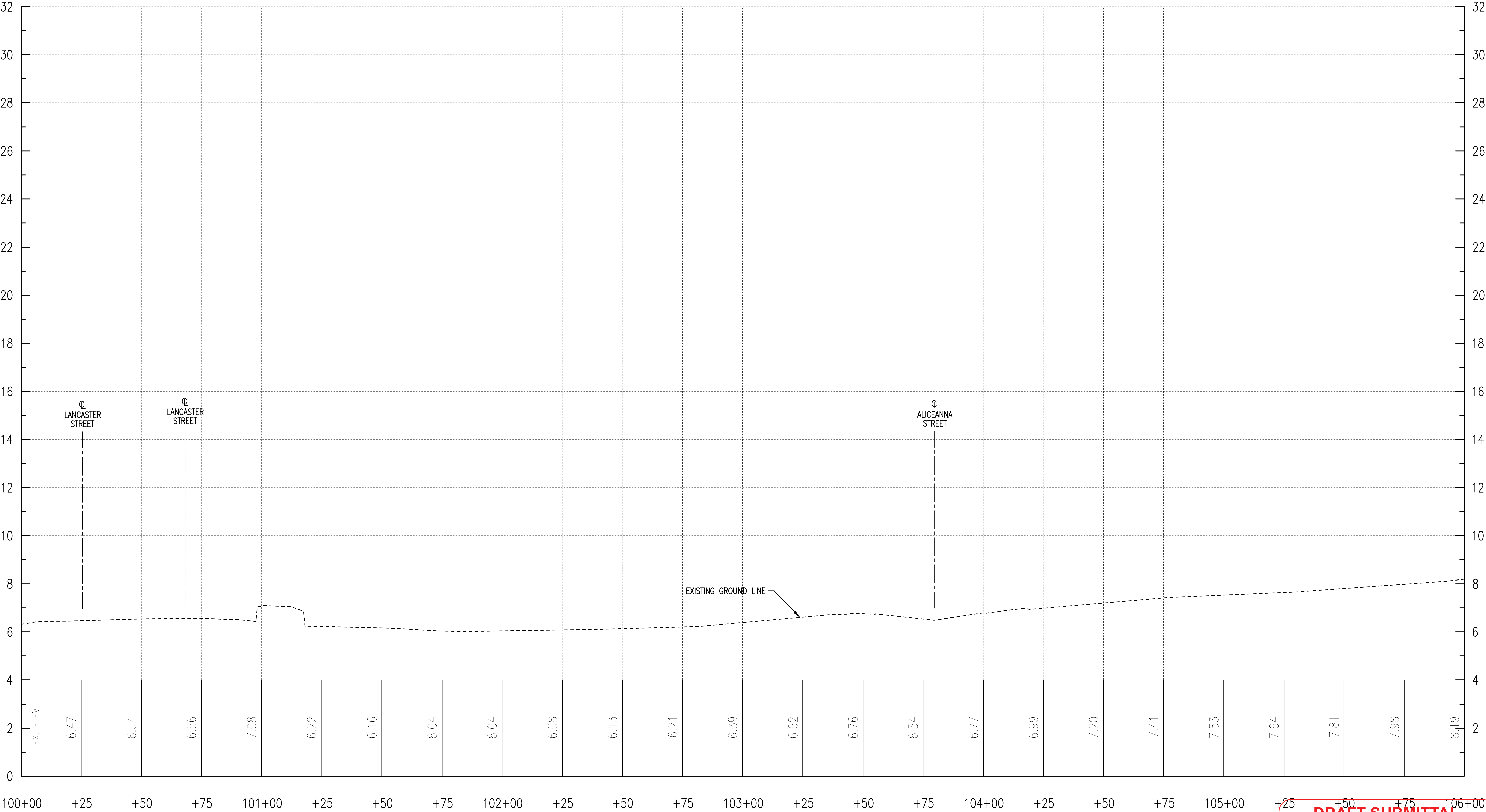
DATE: OCT. 15, 2012

SHEET 17 OF 62

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REVISIONS			
NO.	DESCRIPTION	DATE	BY

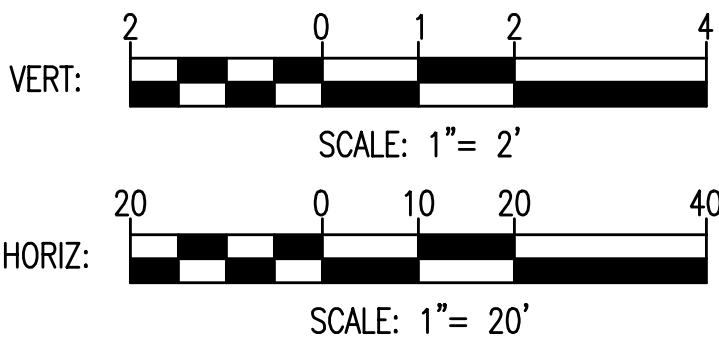


CENTRAL AVENUE - LANCASTER STREET TO WATSON STREET

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

PR02

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.



CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE

ROADWAY PROFILE
STA. 101+84 TO STA. 106+00

SCALE: 1"=20'

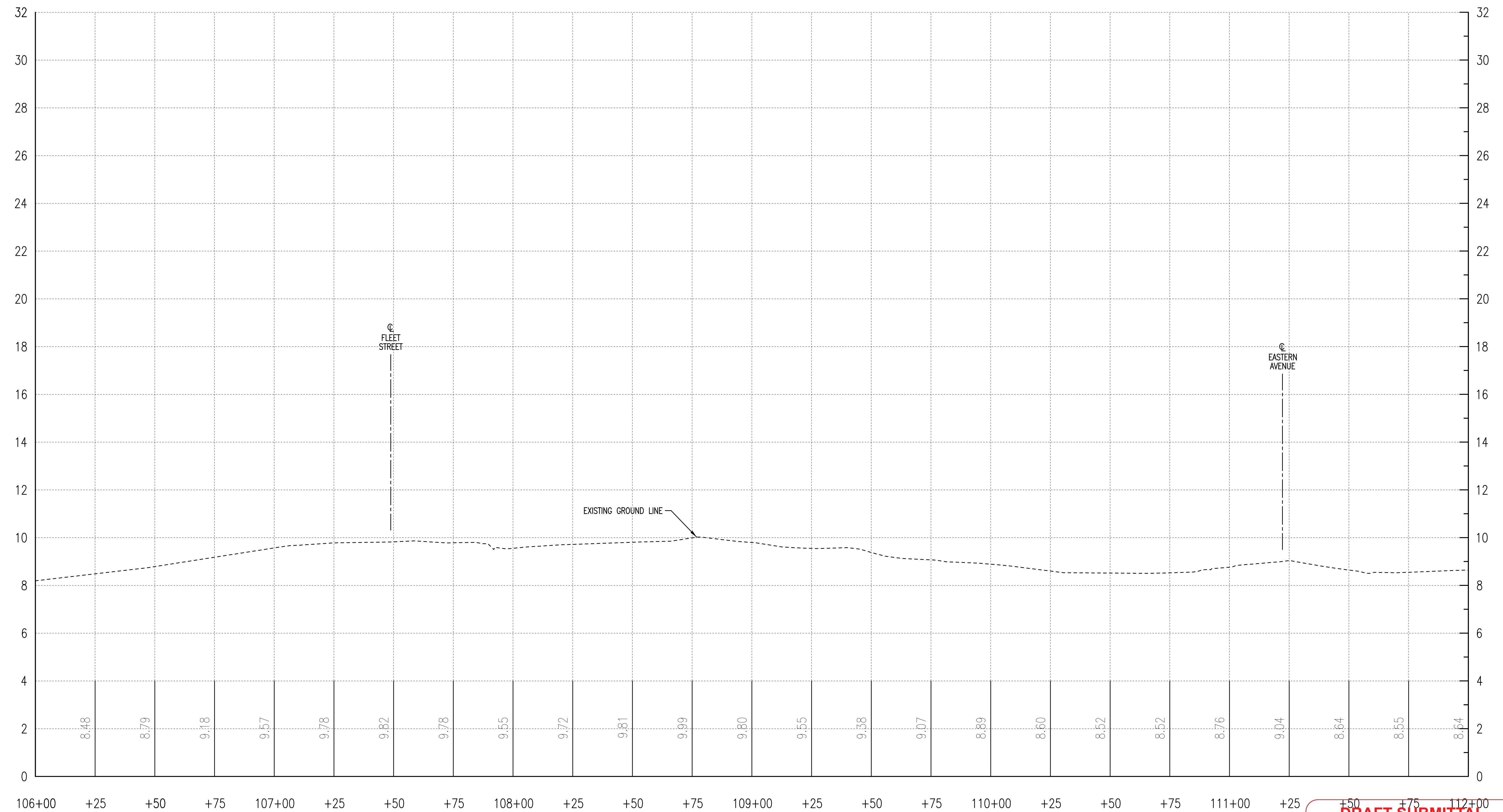
DATE: MAY, 2013

TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION

SHEET 18 OF 62

N:\31576-007\CADD\31576007H-PR02.dgn

REVISIONS			
NO.	DESCRIPTION	DATE	BY

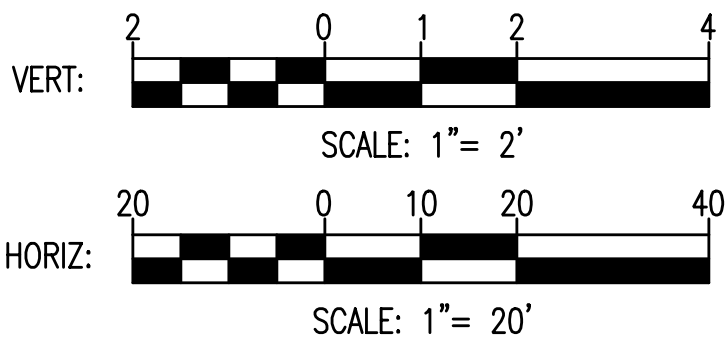


CENTRAL AVENUE - LANCASTER STREET TO WATSON STREET

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

PR03

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.

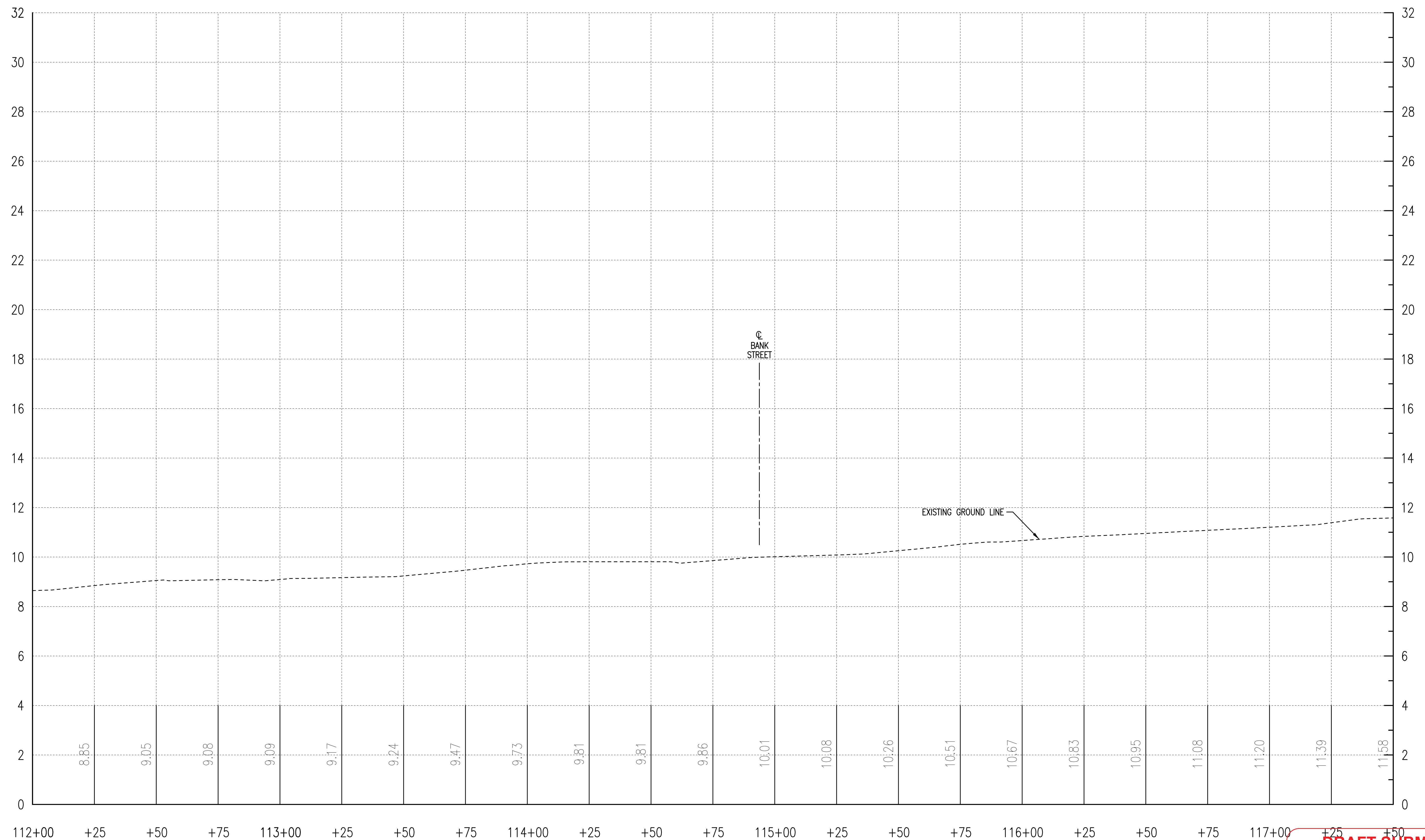


CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
ROADWAY PROFILE
STA. 106+00 TO STA. 112+00

SCALE: 1"=20' DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 19 OF 62
N:\31576-007\CADD\31576007H-PR03.dgn

REVISIONS			
NO.	DESCRIPTION	DATE	BY

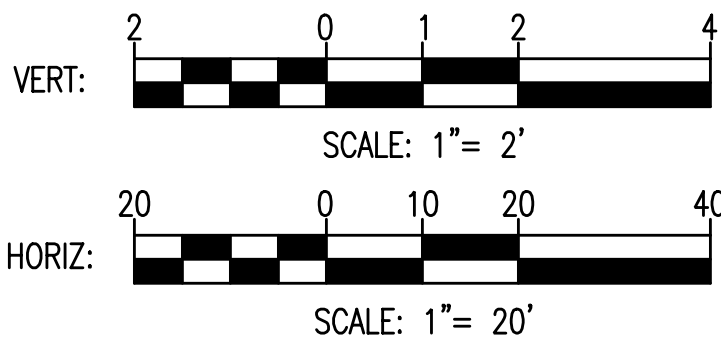


CENTRAL AVENUE - LANCASTER STREET TO WATSON STREET

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

PR04

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.



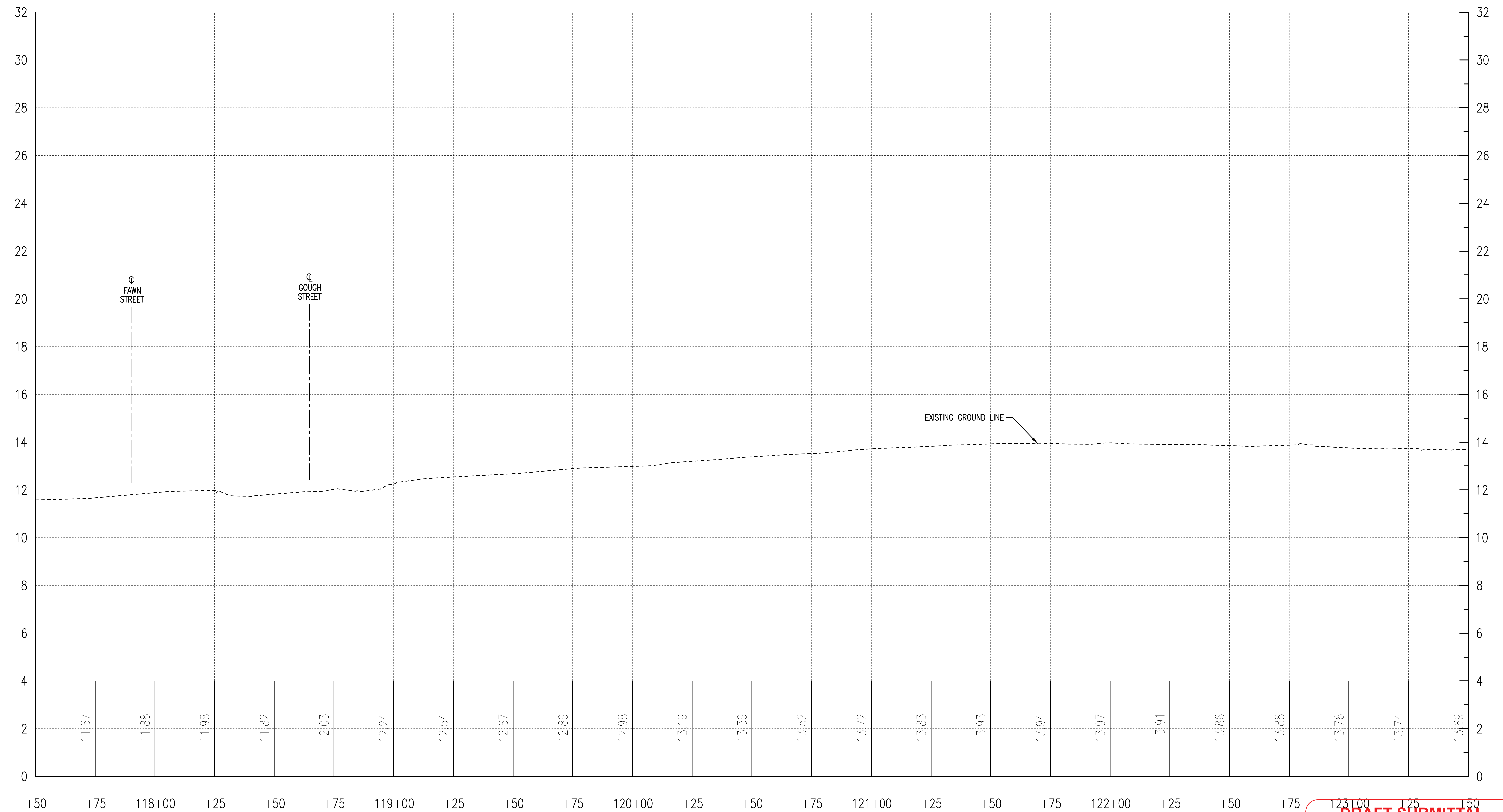
CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
ROADWAY PROFILE
STA. 112+00 TO STA. 117+50

SCALE: 1"=20' DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 20 OF 62

N:\31576-007\CADD\31576007H-PR04.dgn

REVISIONS			
NO.	DESCRIPTION	DATE	BY

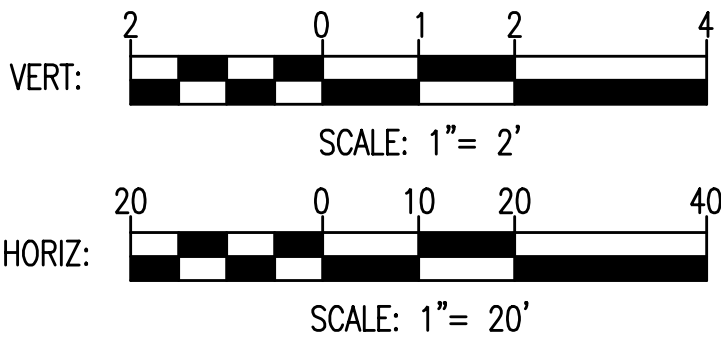


**DRAFT SUBMITTAL
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PR05

CENTRAL AVENUE - LANCASTER STREET TO WATSON STREET

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.



CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

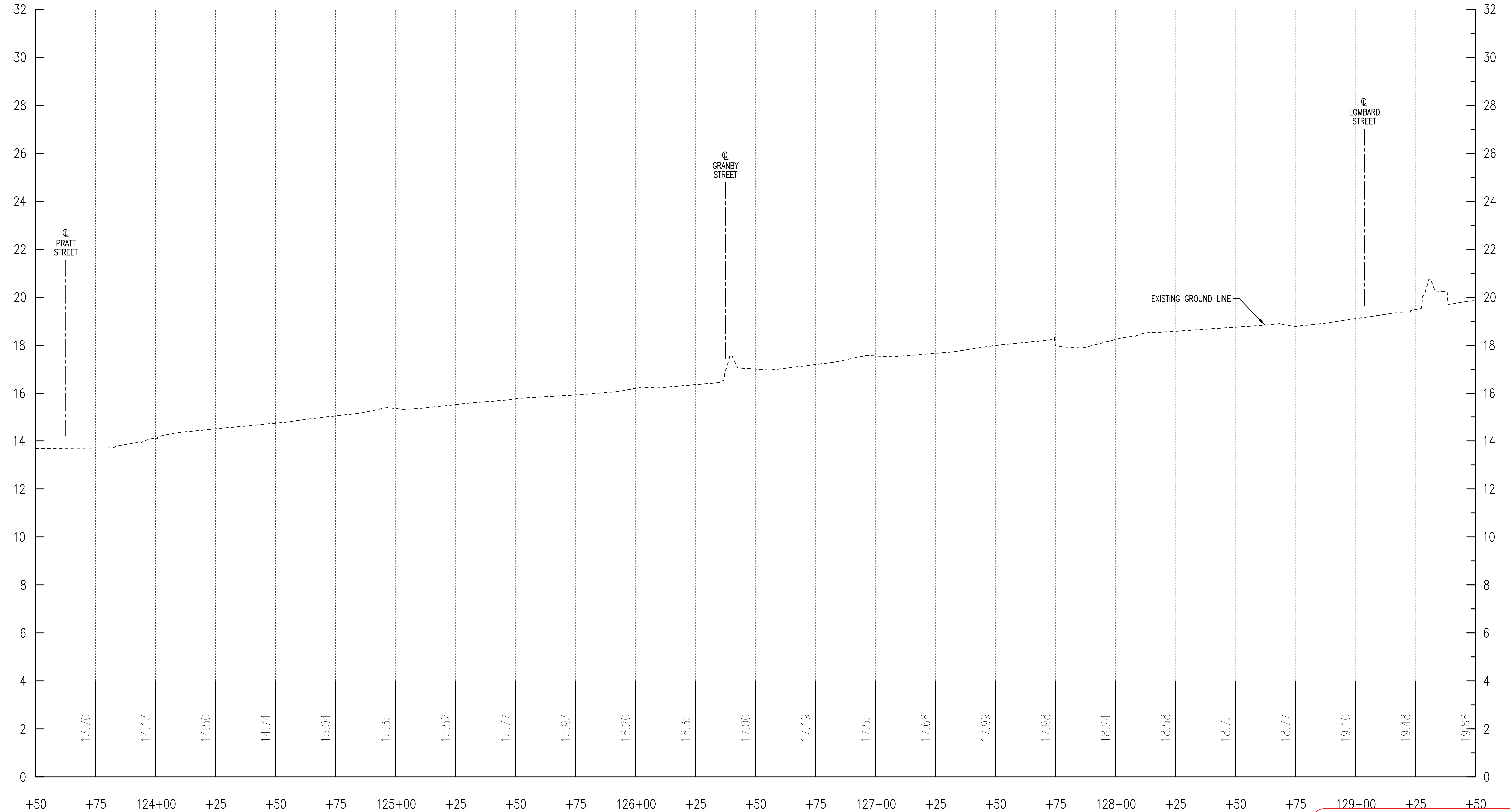
CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
ROADWAY PROFILE
STA. 117+50 TO STA. 123+50

SCALE: 1"=20'
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION

DATE: MAY, 2013
SHEET 21 OF 62

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REVISIONS			
NO.	DESCRIPTION	DATE	BY

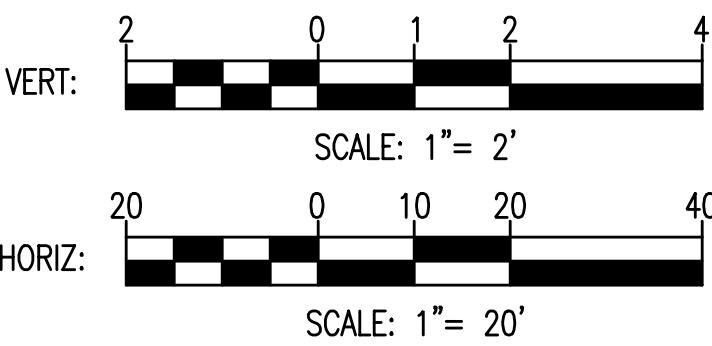


CENTRAL AVENUE - LANCASTER STREET TO WATSON STREET

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

PR06

DRAWN BY: M.C.K.
EXAMINED BY: N.Z.



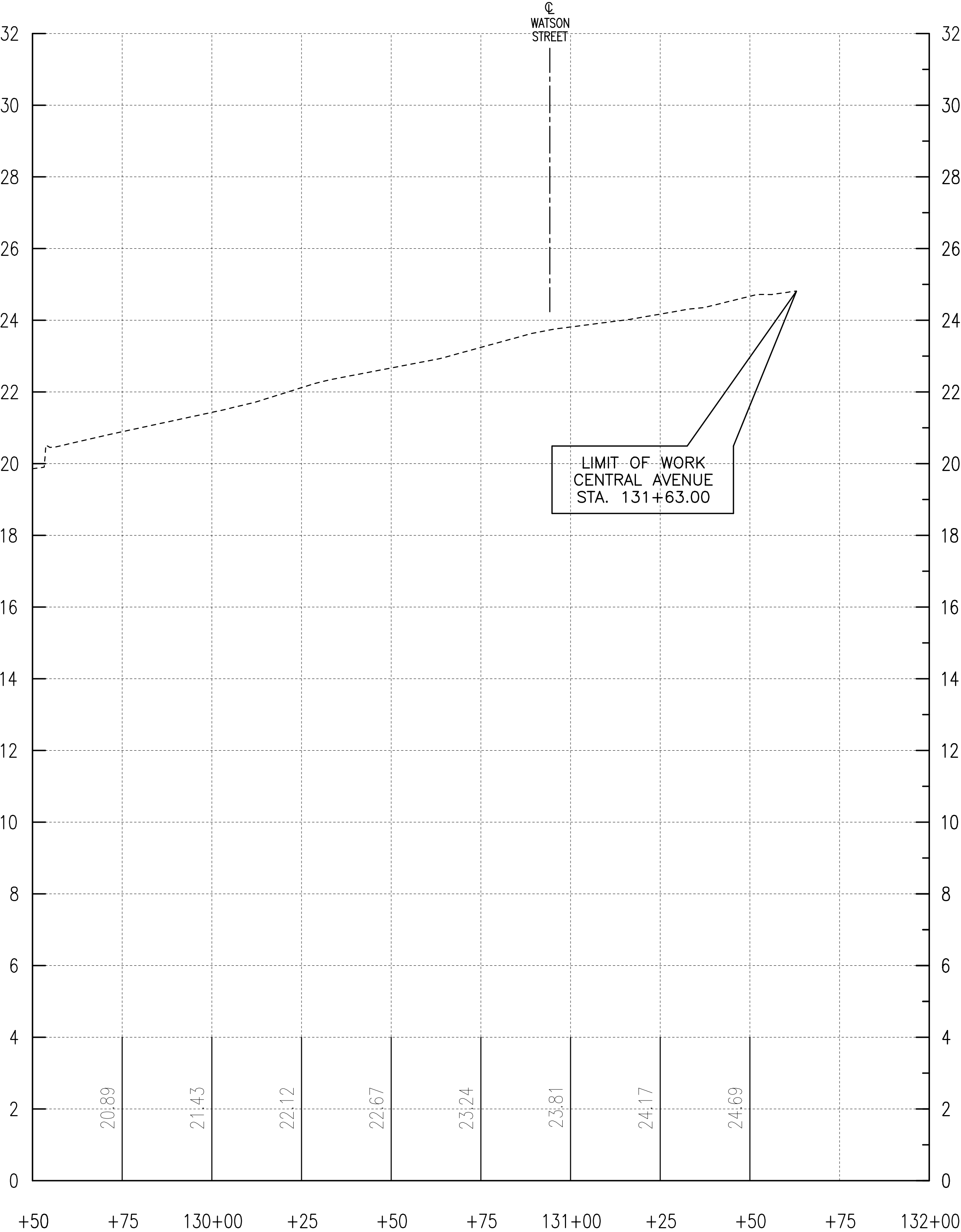
CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
ROADWAY PROFILE
STA. 123+50 TO STA. 129+50

SCALE: 1"=20'
DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION

SHEET 22 OF 62

REVISIONS			
NO.	DESCRIPTION	DATE	BY
1	DESCRIPTION 1	XX/XX	XXX
2	DESCRIPTION 2	XX/XX	XXX

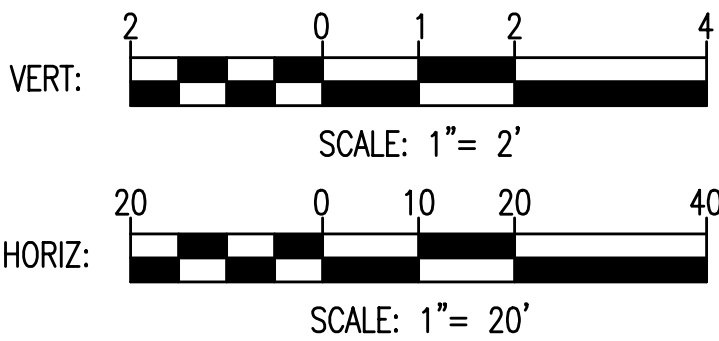


DRAFT SUBMITTAL
NOT FOR CONSTRUCTION

PR07

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

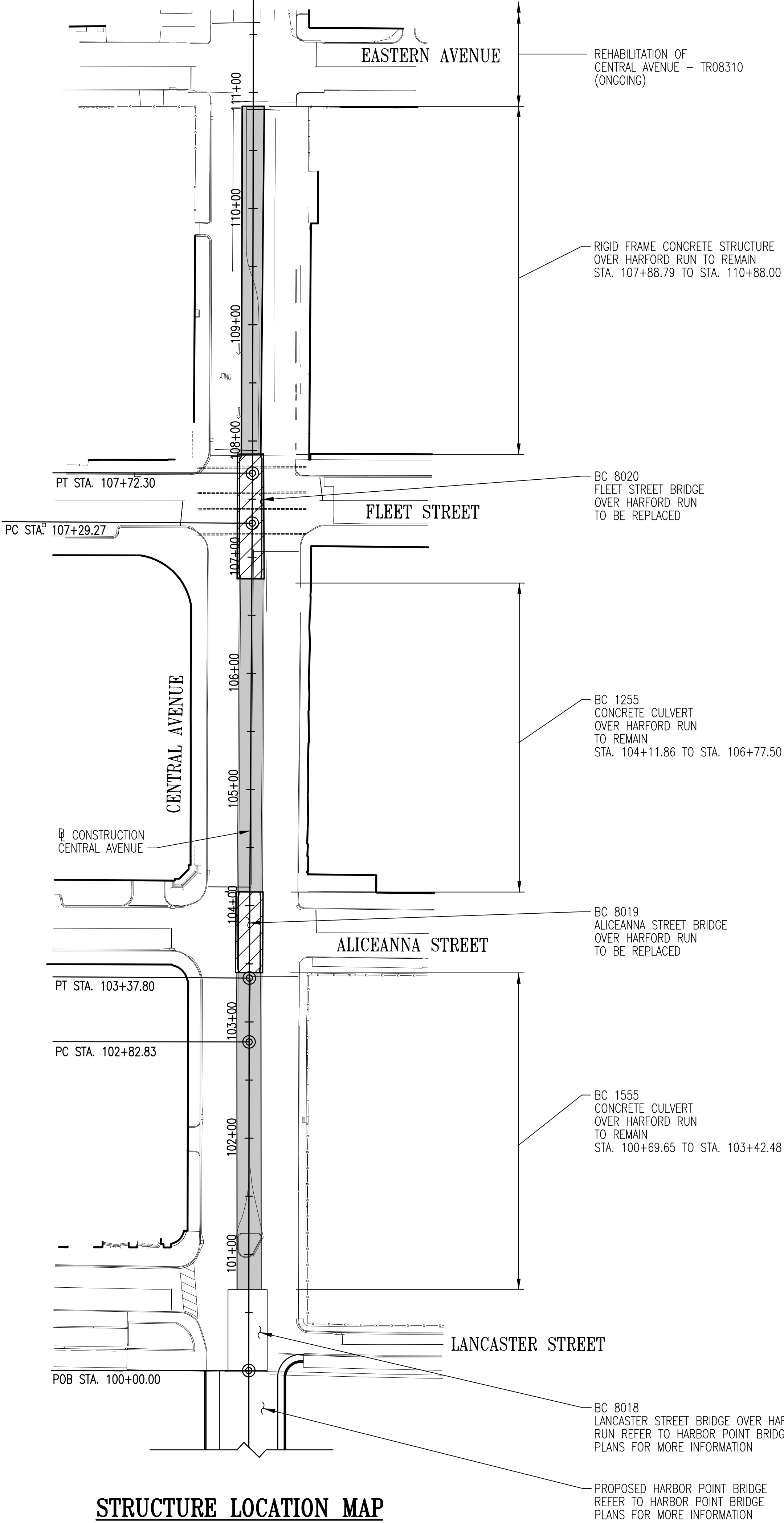
CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
ROADWAY PROFILE
STA. 129+50 TO STA. 131+63



SCALE: 1"=20' DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 23 OF 62


DRAWN BY: M.C.K.
EXAMINED BY: N.Z.


REVISIONS			
NO.	DESCRIPTION	DATE	BY



STRUCTURE LOCATION MAP
SCALE: 1"=60'-0"

LEGEND:

 EXISTING STRUCTURE TO BE REPLACED

 EXISTING STRUCTURE TO REMAIN

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

SP01

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE

STRUCTURE LOCATION MAP

SCALE: AS SHOWN DATE: JANUARY, 2014

TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 24 OF 62

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DRAWN BY: K.W.F.
EXAMINED BY: J.G.V., W.A.G.



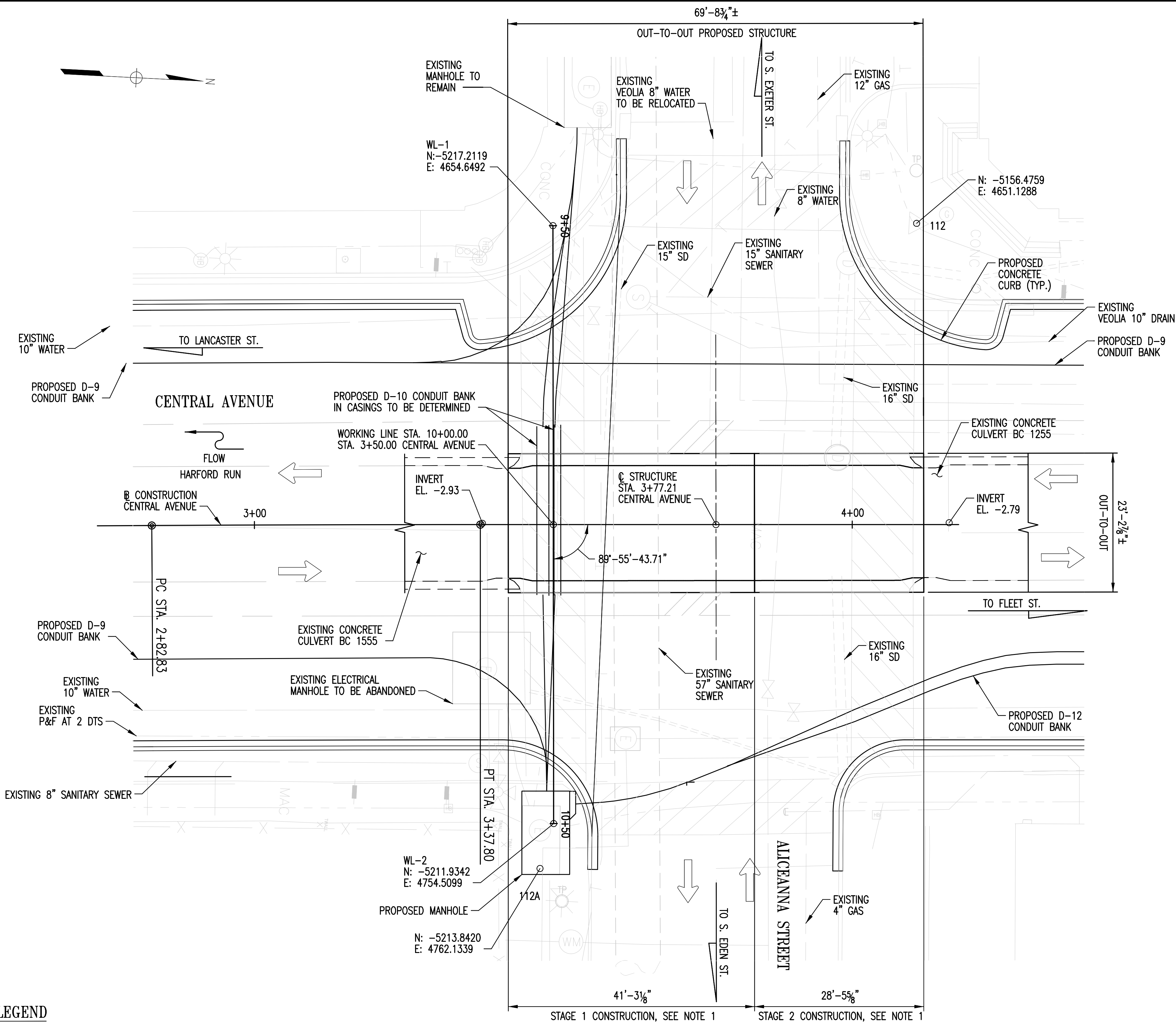
REVISIONS			
NO.	DESCRIPTION	DATE	BY

GENERAL NOTES

- SPECIFICATIONS:
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH SHA SPECIFICATIONS DATED 2008, INCLUDING ALL REVISIONS THEREOF AND ADDITIONS THERETO AND SPECIAL PROVISIONS FOR MATERIALS AND CONSTRUCTION.
- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS DATED 2012 (6th EDITION)
- CONCRETE DESIGN: LOAD AND RESISTANCE FACTOR (LRFD) DESIGN
- REINFORCING STEEL DESIGN: $F_y = 60,000$ PSI.
- LOADING:
- HL-93 PLUS 2" FUTURE WEARING SURFACE.
- CONCRETE:
- ALL CONCRETE FOR TOP SLAB SHALL BE MIX NO. 6 (4,500 PSI). ALL OTHER CONCRETE SHALL BE MIX NO. 3 (3,500 PSI.)
- REINFORCING STEEL:
- REINFORCING STEEL SHALL CONFORM TO A 615, GRADE 60. ALL SPLICES, NOT SHOWN, SHALL BE LAPPED AS PER BAR LAP CHARTS. MINIMUM COVER FOR ANY BAR SHALL BE 2" UNLESS OTHERWISE NOTED, WITH THE EXCEPTION OF BARS AT THE BOTTOM AND SIDES OF ALL FOOTINGS WHICH SHALL HAVE 3" MINIMUM COVER.
- FOR TIES AND STIRRUPS; STANDARD ACI BENDING TOLERANCES ARE MODIFIED TO PLUS (+) ZERO INCHES, MINUS (-) NORMAL ACI BENDING TOLERANCES.
- ONLY GRADE 60 CAN BE USED ON THIS PROJECT
- ALL REINFORCING STEEL IN THE TOP MAT OF THE TOP SLAB INCLUDING TRUSS BARS SHALL BE EPOXY COATED.
- KEYS:
- ALL KEYS ARE NOMINAL SIZE.
- EXISTING STRUCTURE:
- ALL DIMENSIONS AFFECTED BY THE GEOMETRICS, AND/OR EXISTING STRUCTURE SHALL BE CHECKED IN THE FIELD BY THE CONTRACTOR, BEFORE ANY CONSTRUCTION IS DONE, AND BEFORE ANY REINFORCING STEEL, ETC., IS ORDERED AND FABRICATED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY THE ENGINEER WITH ALL FIELD DIMENSIONS REQUIRED TO CHECK DETAIL DRAWINGS. THE \pm MARKS SHOWN WITH DIMENSIONS AND STATIONS DO NOT INDICATE ANY DEGREE OF PRECISION. THESE MARKS (\pm) INDICATE EXISTING DIMENSIONS AND STATIONS THAT MAY VARY AND DO REQUIRE FIELD VERIFICATION BY THE CONTRACTOR.
- EXISTING STRUCTURE SHOWN IN LONG DASHED LINES.
- PORTIONS OF EXISTING STRUCTURES SHOWN HATCHED, TO BE REMOVED.
- EXISTING PLANS:
- FOR THE CONVENIENCE AND INFORMATION OF BIDDERS, PRINTS OF PLANS OF THE EXISTING PERTINENT STRUCTURES ARE AVAILABLE AT THE CITY OF BALTIMORE, DEPARTMENT OF TRANSPORTATION, FOR THE CONTRACTOR'S REVIEW. NO RESPONSIBILITY FOR THEIR ACCURACY OR COMPLETENESS IS ASSUMED BY THE CITY OF BALTIMORE, DEPARTMENT OF TRANSPORTATION. DIMENSIONS, DETAILS, ETC. AS SHOWN THEREON MAY NOT BE "AS BUILT".
- UTILITIES:
- THE DESIGN-BUILDER IS RESPONSIBLE FOR IDENTIFYING, LOCATING, AND RELOCATING, AS NECESSARY, ALL EXISTING UTILITIES WITHIN THE PROJECT AREA. THE UTILITIES SHOWN HEREON ARE FOR REFERENCE ONLY AND THE CITY OF BALTIMORE, DEPARTMENT OF TRANSPORTATION, TAKES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF THE UTILITY INFORMATION SHOWN HEREON. UTILITIES SHOWN ARE BASED ON FIELD SURVEY INFORMATION. NO TEST-PITS WERE PERFORMED TO DETERMINE VERTICAL LOCATION OF UTILITIES SHOWN.

NOTES:

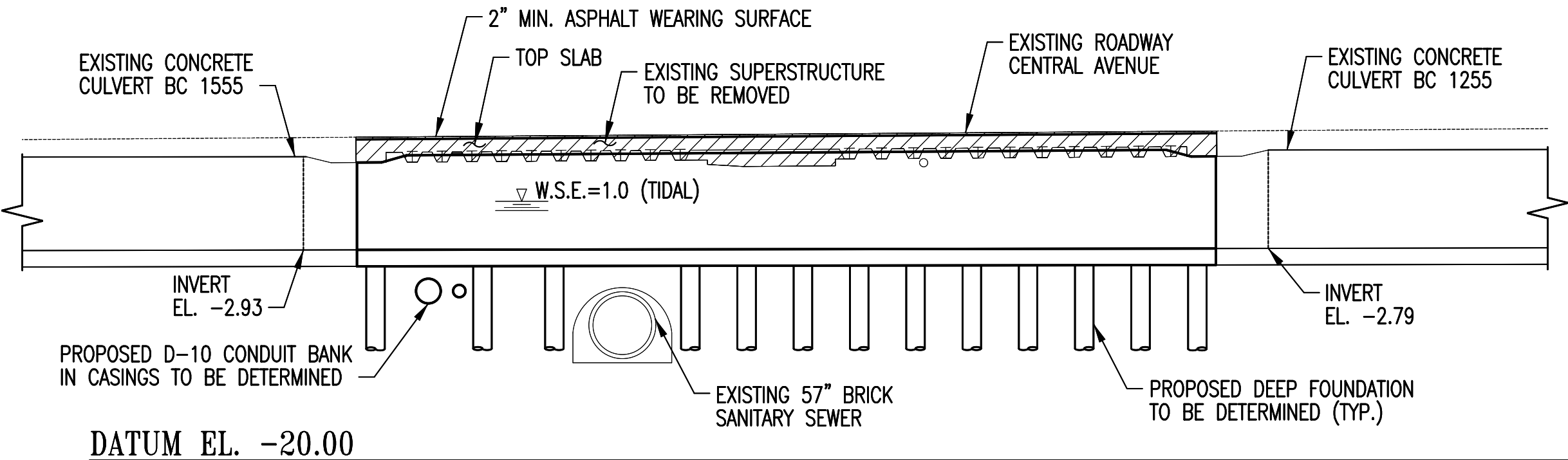
1. THE STAGING LIMITS SHOWN ARE SUGGESTED AND THE DESIGN-BUILDER SHALL MAKE THEIR OWN DETERMINATION OF THE REQUIRED STAGING LIMITS. IT IS THE RESPONSIBILITY OF THE DESIGN-BUILDER TO CONFIRM THAT THEIR PROPOSED LIMITS OF STAGING MEET ALL OF THE REQUIRED STRUCTURAL AND MAINTENANCE OF TRAFFIC PROVISIONS STIPULATED IN THE SPECIAL PROVISIONS.



LEGEND

PORTIONS OF EXISTING STRUCTURE TO BE REMOVED (TYP.)

NOTE:
LIMITS OF SUPERSTRUCTURE TO BE REMOVED IN PLAN VIEW NOT SHOWN FOR CLARITY.



NOTES:

1. THE PROPOSED CASINGS SHOWN ARE FOR REFERENCE ONLY. THE DESIGN BUILDER IS RESPONSIBLE FOR DETERMINING THE LOCATION, SIZE, MATERIAL, AND NUMBER OF CASINGS TO BE INSTALLED. CASINGS ARE TO BE DESIGNED TO AVOID CONFLICTS WITH THE PROPOSED FOUNDATION FOR THE CULVERT. THE DESIGN-BUILDERS SHALL BE RESPONSIBLE FOR DETERMINING THE APPROPRIATE CONSTRUCTION SEQUENCING FOR INSTALLATION OF THE PROPOSED CASINGS.
2. EXISTING TROLLEY TRACKS MAY BE PRESENT IN PAVEMENT SECTION OVER EXISTING STRUCTURE. ANY ENCOUNTERED TRACKS SHALL BE REMOVED WITHIN THE LIMITS OF WORK AS SPECIFIED.

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

SP02

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
GENERAL PLAN AND ELEVATION
ALICEANNA STREET OVER HARFORD RUN

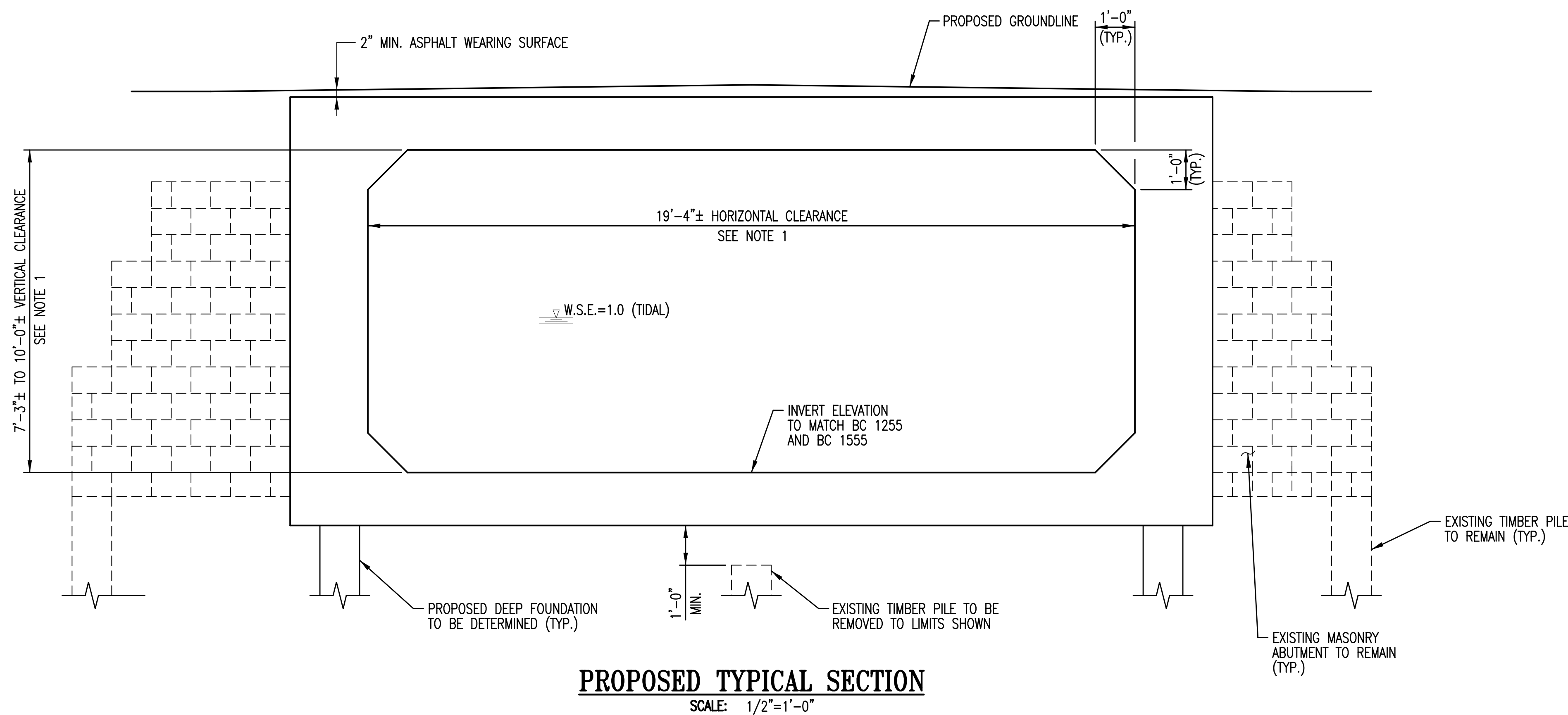
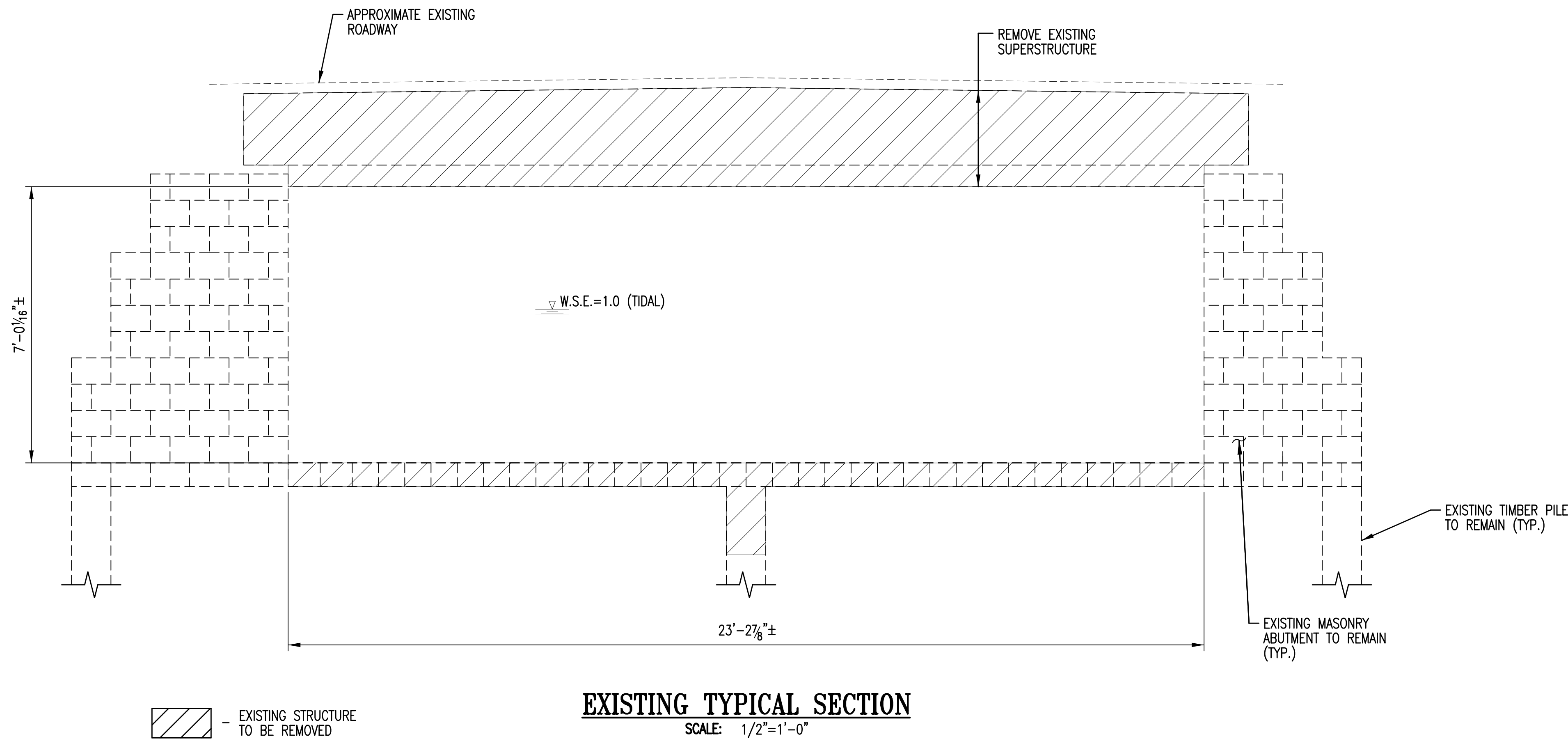
SCALE: AS SHOWN
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION

DATE: JANUARY, 2014
SHEET 25 OF 62

WHITMAN, REQUARDT
& ASSOCIATES, LLP
800 South Caroline Street, Baltimore, Maryland 21201

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REVISIONS			
NO.	DESCRIPTION	DATE	BY



- NOTES:
1. THE VERTICAL AND HORIZONTAL CLEARANCES SHALL BE DESIGNED TO MAINTAIN THE HYDRAULIC ADEQUACY OF THE EXISTING BC 1255 AND BC 1555.

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

SP03

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
TYPICAL SECTION
ALICEANNA STREET OVER HARFORD RUN

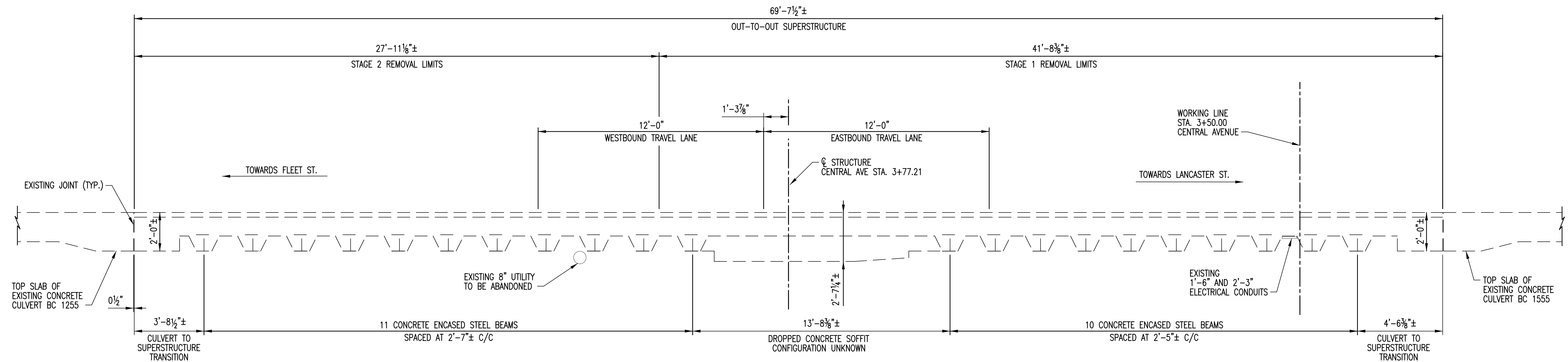


SCALE: AS SHOWN DATE: JANUARY, 2014
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 26 OF 62

DRAWN BY: L.M.B.
EXAMINED BY: J.G.V./W.A.G.

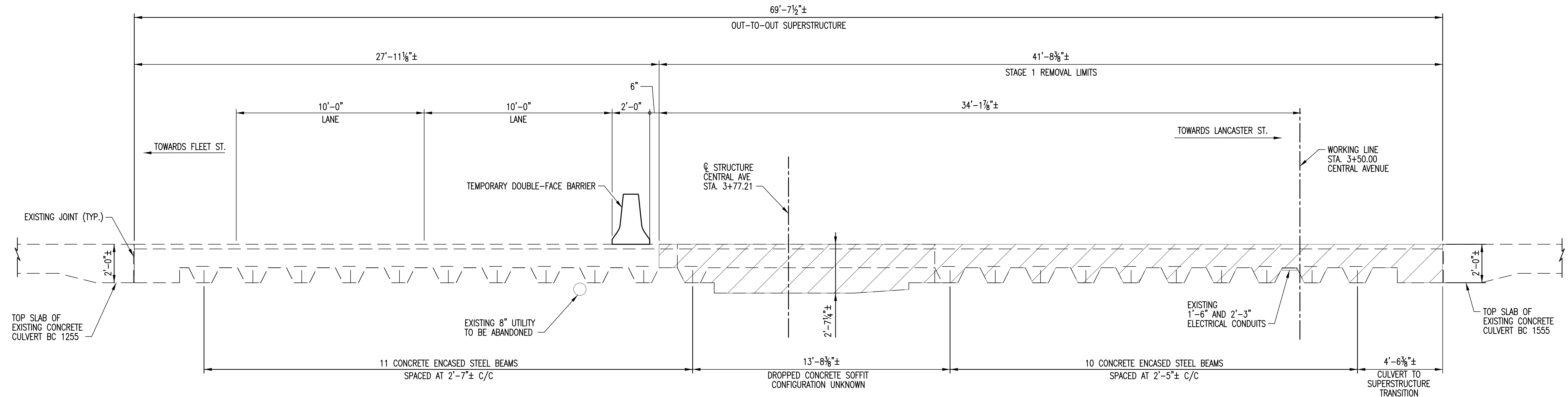
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REVISIONS			
NO.	DESCRIPTION	DATE	BY



EXISTING TYPICAL SECTION

SCALE: 3/8"=1'-0"



STAGE 1 REMOVAL TYPICAL SECTION

SCALE: 3/8"=1'-0"

NOTE:

EXISTING TYPICAL SECTION BASED ON JUNE, 2012 FIELD SURVEY. SHOWN FOR INFORMATION ONLY. DESIGN-BUILD TEAM IS RESPONSIBLE FOR VERIFYING THE AS BUILT DIMENSIONS PRIOR TO CONSTRUCTION.

LEGEND

PORTION OF EXISTING SUPERSTRUCTURE TO BE REMOVED (TYP.)

DRAWN BY: L.M.B.
EXAMINED BY: J.G.V./W.A.G.

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**



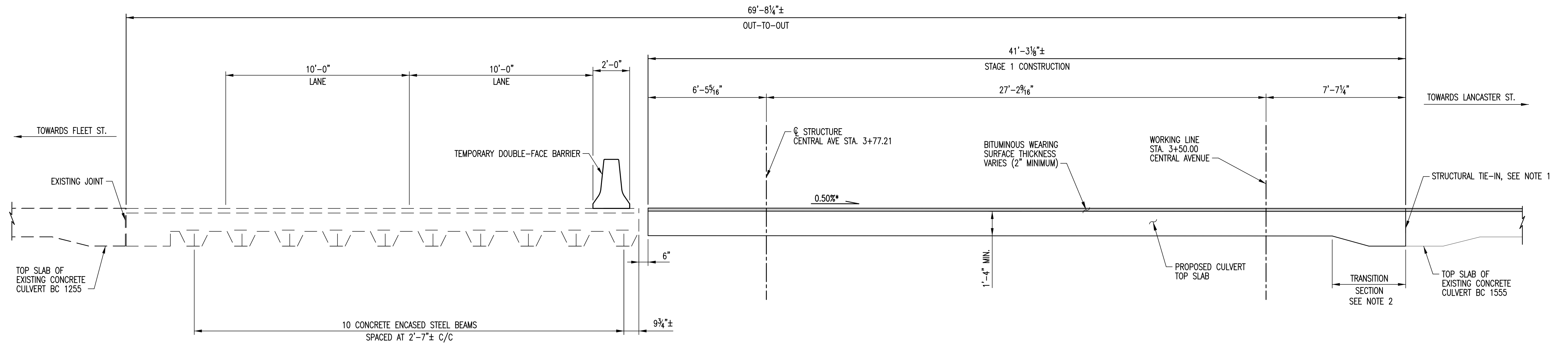
CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
SUGGESTED CONSTRUCTION STAGING - 1
ALICEANNA STREET OVER HARFORD RUN

SCALE: AS SHOWN DATE: JANUARY, 2014
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 27 OF 62

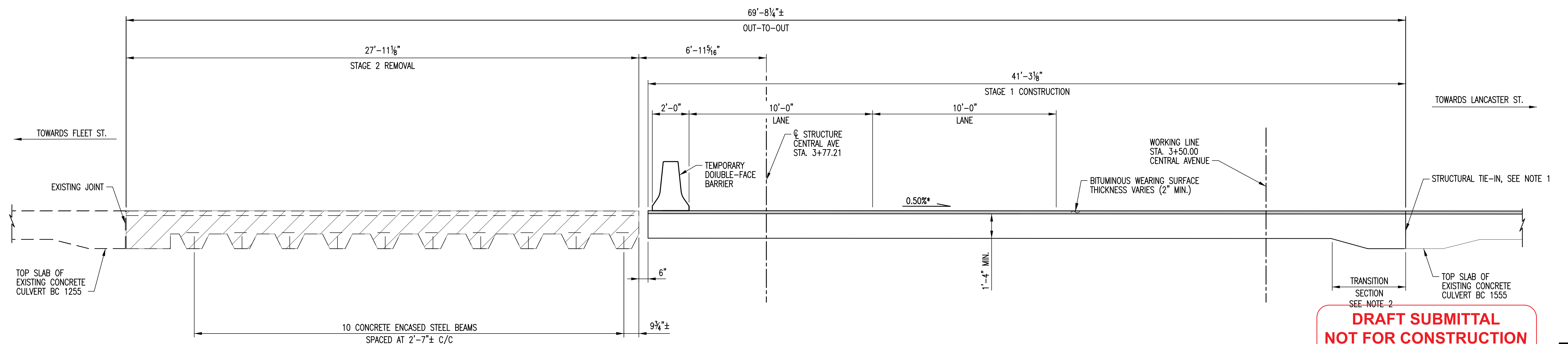
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REVISIONS			
NO.	DESCRIPTION	DATE	BY



STAGE 1 CONSTRUCTION TYPICAL SECTION

SCALE: $3/8"=1'-0"$



STAGE 2 REMOVAL TYPICAL SECTION

SCALE: $3/8"=1'-0"$

LEGEND

 PORTION OF EXISTING SUPERSTRUCTURE
TO BE REMOVED (TYP.)

NOTES:

1. PROPOSED STRUCTURE SHALL BE CONNECTED TO EXISTING STRUCTURE. NO OPEN JOINTS SHALL BE PERMITTED.
2. TRANSITION SECTION SHALL BE PROVIDED TO MATCH EXISTING STRUCTURE AT STRUCTURAL TIE-IN.
3. CULVERT WALLS AND BOTTOM SLAB NOT SHOWN FOR CLARITY.

*- FINAL CROSS-SLOPE OF STRUCTURE TO BE SET BY DESIGN-BUILD TEAM AFTER THE PROPOSED ROADWAY PROFILE FOR CENTRAL AVENUE IS ESTABLISHED. VALUE SHOWN IS BASED ON EXISTING ROADWAY ELEVATIONS.

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

P05

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

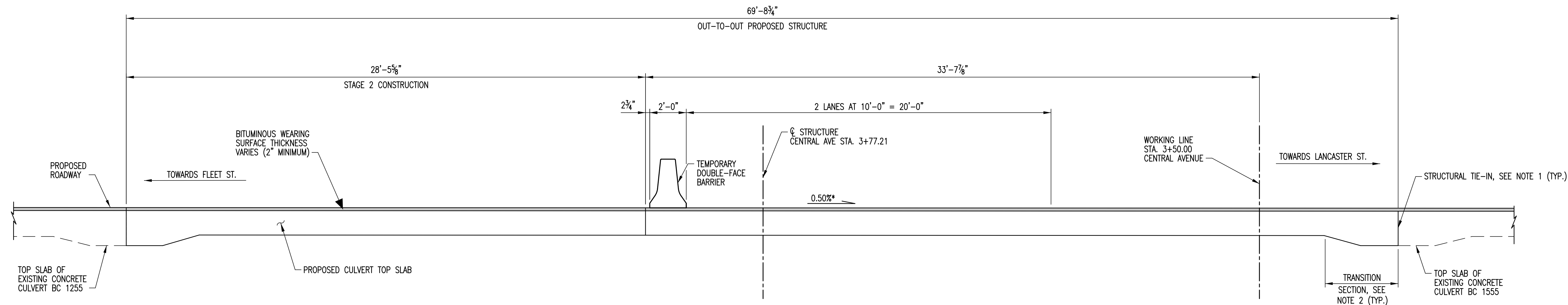
CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
SUGGESTED CONSTRUCTION STAGING – 2
ALICEANNA STREET OVER HARFORD RUN

SCALE: AS SHOWN		DATE: JANUARY, 2014	
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION		SHEET 28 OF	62

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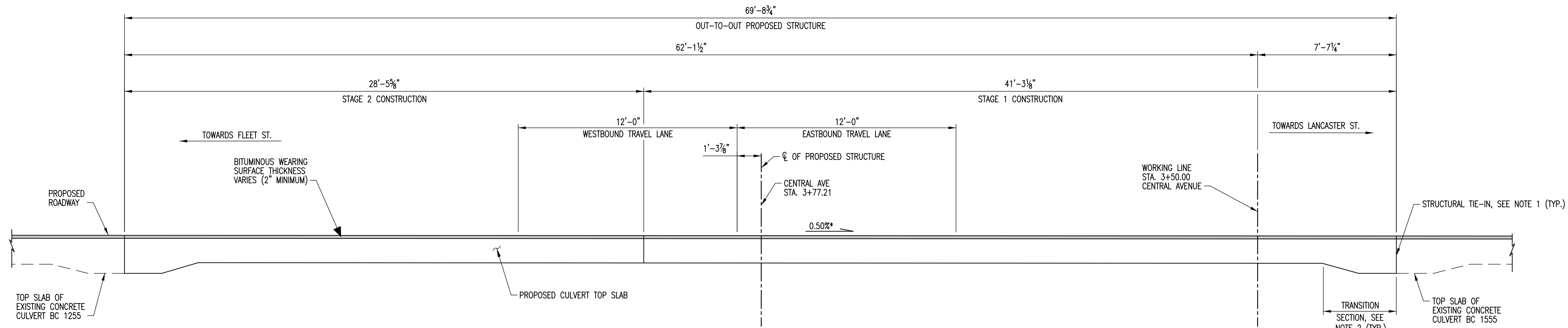
REVISIONS			
NO.	DESCRIPTION	DATE	BY



STAGE 2 CONSTRUCTION TYPICAL SECTION

SCALE: 3/8"=1'-0"

NOTE:
CULVERT WALLS AND BOTTOM SLAB NOT SHOWN FOR CLARITY



PROPOSED TYPICAL SECTION

SCALE: 3/8"=1'-0"

- NOTES:**
1. PROPOSED STRUCTURE SHALL BE CONNECTED TO EXISTING STRUCTURE. NO OPEN JOINTS SHALL BE PERMITTED.
 2. TRANSITION SECTION SHALL BE PROVIDED TO MATCH EXISTING STRUCTURE AT STRUCTURAL TIE-IN.
 3. CULVERT WALLS AND BOTTOM SLAB NOT SHOWN FOR CLARITY.

*- FINAL CROSS-SLOPE OF STRUCTURE TO BE SET BY DESIGN-BUILD TEAM AFTER THE PROPOSED ROADWAY PROFILE FOR CENTRAL AVENUE IS ESTABLISHED. VALUE SHOWN IS BASED ON EXISTING ROADWAY ELEVATIONS.

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

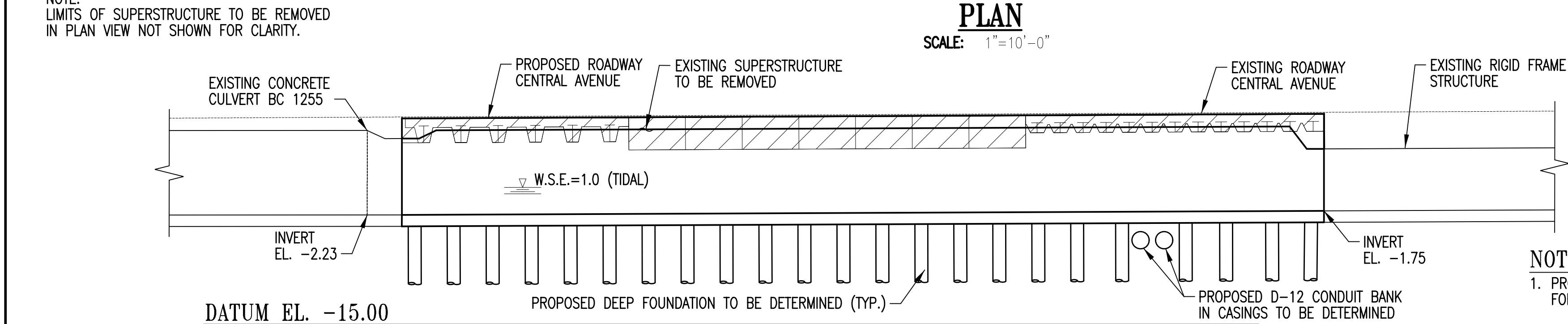
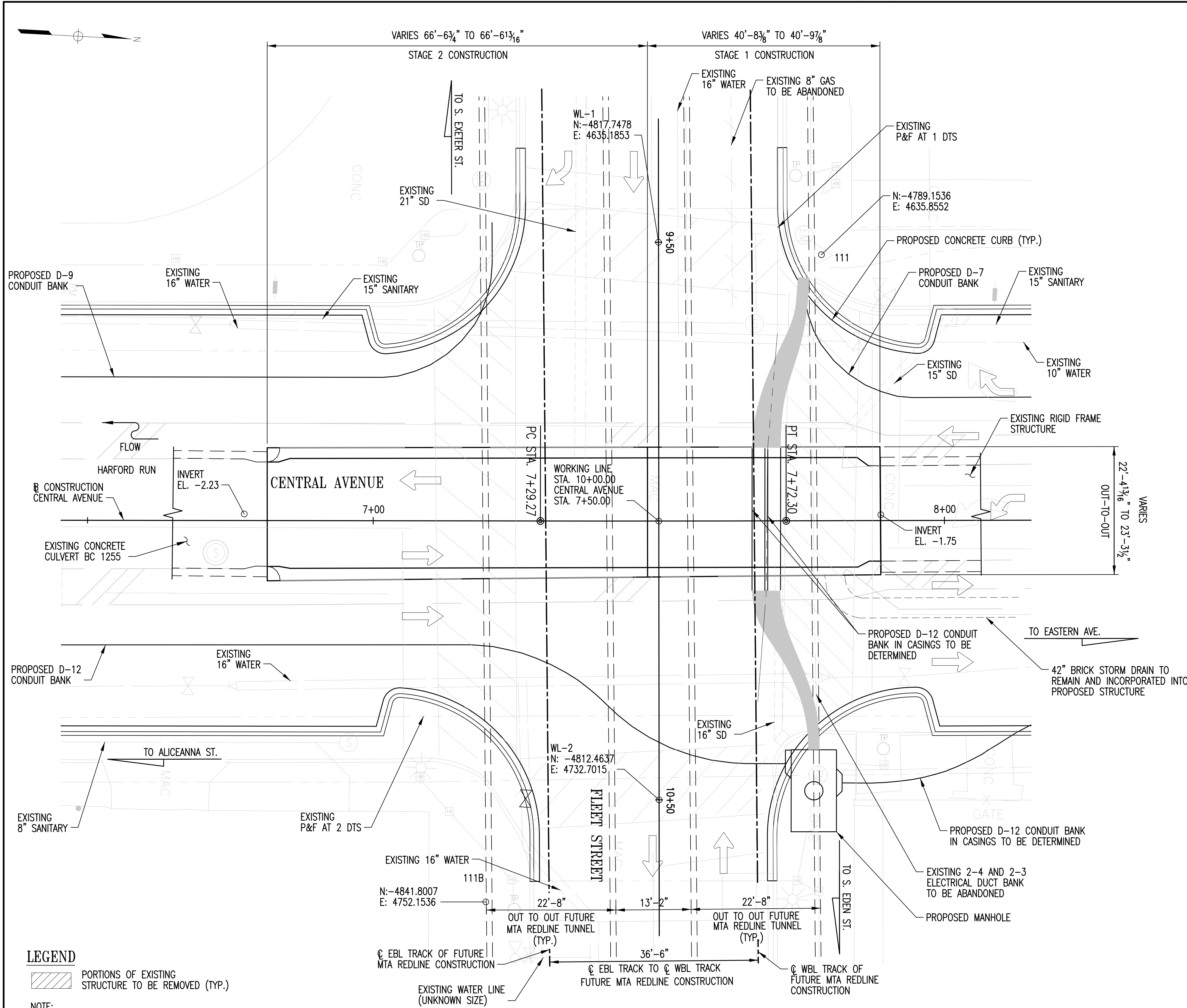


CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
SUGGESTED CONSTRUCTION STAGING - 3
ALICEANNA STREET OVER HARFORD RUN

SCALE: AS SHOWN DATE: JANUARY, 2014
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 29 OF 62

DRAWN BY: L.M.B.
EXAMINED BY: J.G.V./W.A.G.



GENERAL NOTES

- SPECIFICATIONS:
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH SHA SPECIFICATIONS DATED 2008, INCLUDING ALL REVISIONS THEREOF AND ADDITIONS THERETO AND SPECIAL PROVISIONS FOR MATERIALS AND CONSTRUCTION.
- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS DATED 2012 (6th EDITION)
- CONCRETE DESIGN: LOAD AND RESISTANCE FACTOR (LRFD) DESIGN
- REINFORCING STEEL DESIGN: $F_y = 60,000$ PSI.
- LOADING:
- HL-93 PLUS 2" FUTURE WEARING SURFACE.
- CONCRETE:
- ALL CONCRETE FOR TOP SLAB SHALL BE MIX NO. 6 (4,500 PSI). ALL OTHER CONCRETE SHALL BE MIX NO. 3 (3,500 PSI.)
- REINFORCING STEEL:
- REINFORCING STEEL SHALL CONFORM TO A 615, GRADE 60. ALL SPLICES, NOT SHOWN, SHALL BE LAPPED AS PER BAR LAP CHARTS. MINIMUM COVER FOR ANY BAR SHALL BE 2" UNLESS OTHERWISE NOTED, WITH THE EXCEPTION OF BARS AT THE BOTTOM AND SIDES OF ALL FOOTINGS WHICH SHALL HAVE 3" MINIMUM COVER.
- FOR TIES AND STIRRUPS; STANDARD ACI BENDING TOLERANCES ARE MODIFIED TO PLUS (+) ZERO INCHES, MINUS (-) NORMAL ACI BENDING TOLERANCES.
- ONLY GRADE 60 CAN BE USED ON THIS PROJECT
- ALL REINFORCING STEEL IN THE TOP MAT OF THE TOP SLAB INCLUDING TRUSS BARS SHALL BE EPOXY COATED.
- KEYS:
- ALL KEYS ARE NOMINAL SIZE.
- EXISTING STRUCTURE:
- ALL DIMENSIONS AFFECTED BY THE GEOMETRICS, AND/OR EXISTING STRUCTURE SHALL BE CHECKED IN THE FIELD BY THE CONTRACTOR, BEFORE ANY CONSTRUCTION IS DONE, AND BEFORE ANY REINFORCING STEEL, ETC., IS ORDERED AND FABRICATED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY THE ENGINEER WITH ALL FIELD DIMENSIONS REQUIRED TO CHECK DETAIL DRAWINGS. THE \pm MARKS SHOWN WITH DIMENSIONS AND STATIONS DO NOT INDICATE ANY DEGREE OF PRECISION. THESE MARKS (\pm) INDICATE EXISTING DIMENSIONS AND STATIONS THAT MAY VARY AND DO REQUIRE FIELD VERIFICATION BY THE CONTRACTOR.
- EXISTING STRUCTURE SHOWN IN LONG DASHED LINES.
- PORTIONS OF EXISTING STRUCTURES SHOWN HATCHED, TO BE REMOVED.
- EXISTING PLANS:
- FOR THE CONVENIENCE AND INFORMATION OF BIDDERS, PRINTS OF PLANS OF THE EXISTING PERTINENT STRUCTURES ARE AVAILABLE AT THE CITY OF BALTIMORE, DEPARTMENT OF TRANSPORTATION, FOR THE CONTRACTOR'S REVIEW. NO RESPONSIBILITY FOR THEIR ACCURACY OR COMPLETENESS IS ASSUMED BY THE CITY OF BALTIMORE, DEPARTMENT OF TRANSPORTATION. DIMENSIONS, DETAILS, ETC. AS SHOWN THEREON MAY NOT BE "AS BUILT".
- UTILITIES:
- THE DESIGN-BUILDER IS RESPONSIBLE FOR IDENTIFYING, LOCATING, AND RELOCATING, AS NECESSARY, ALL EXISTING UTILITIES WITHIN THE PROJECT AREA. THE UTILITIES SHOWN HEREON ARE FOR REFERENCE ONLY AND THE CITY OF BALTIMORE, DEPARTMENT OF TRANSPORTATION, TAKES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF THE UTILITY INFORMATION SHOWN HEREON. UTILITIES SHOWN ARE BASED ON FIELD SURVEY INFORMATION. NO TEST-PITS WERE PERFORMED TO DETERMINE VERTICAL LOCATION OF UTILITIES SHOWN.

NOTES:

1. THE STAGING LIMITS SHOWN ARE SUGGESTED AND THE DESIGN-BUILDER SHALL MAKE THEIR OWN DETERMINATION OF THE REQUIRED STAGING LIMITS. IT IS THE RESPONSIBILITY OF THE DESIGN-BUILDER TO CONFIRM THAT THEIR PROPOSED LIMITS OF STAGING MEET ALL OF THE REQUIRED STRUCTURAL AND MAINTENANCE OF TRAFFIC PROVISIONS STIPULATED IN THE SPECIAL PROVISIONS.

CENTRAL AVENUE BASELINE CURVE DATA

$\Delta = 0^\circ-14'-47.59"$
 $D_c = 0^\circ-34'-22.65"$
 $R = 10000.00'$
 $T = 21.52'$
 $L = 43.03'$
 $E = 0.02'$

NOTES:

1. PROPOSED MTA REDLINE TUNNELS NOT SHOWN IN ELEVATION FOR CLARITY. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.
2. THE PROPOSED CASINGS SHOWN ARE FOR REFERENCE ONLY. THE DESIGN BUILDER IS RESPONSIBLE FOR DETERMINING THE LOCATION, SIZE, MATERIAL, AND NUMBER OF CASINGS TO BE INSTALLED. CASINGS ARE TO BE DESIGNED TO AVOID CONFLICTS WITH THE PROPOSED FOUNDATION FOR THE CULVERT. THE DESIGN-BUILDER SHALL BE RESPONSIBLE FOR DETERMINING THE APPROPRIATE CONSTRUCTION SEQUENCING FOR INSTALLATION OF THE PROPOSED CASINGS.
3. EXISTING TROLLEY TRACKS MAY BE PRESENT IN PAVEMENT SECTION OVER EXISTING STRUCTURE. ANY ENCOUNTERED TRACKS SHALL BE REMOVED WITHIN THE LIMITS OF WORK AS SPECIFIED.



DRAFT SUBMITTAL
NOT FOR CONSTRUCTION

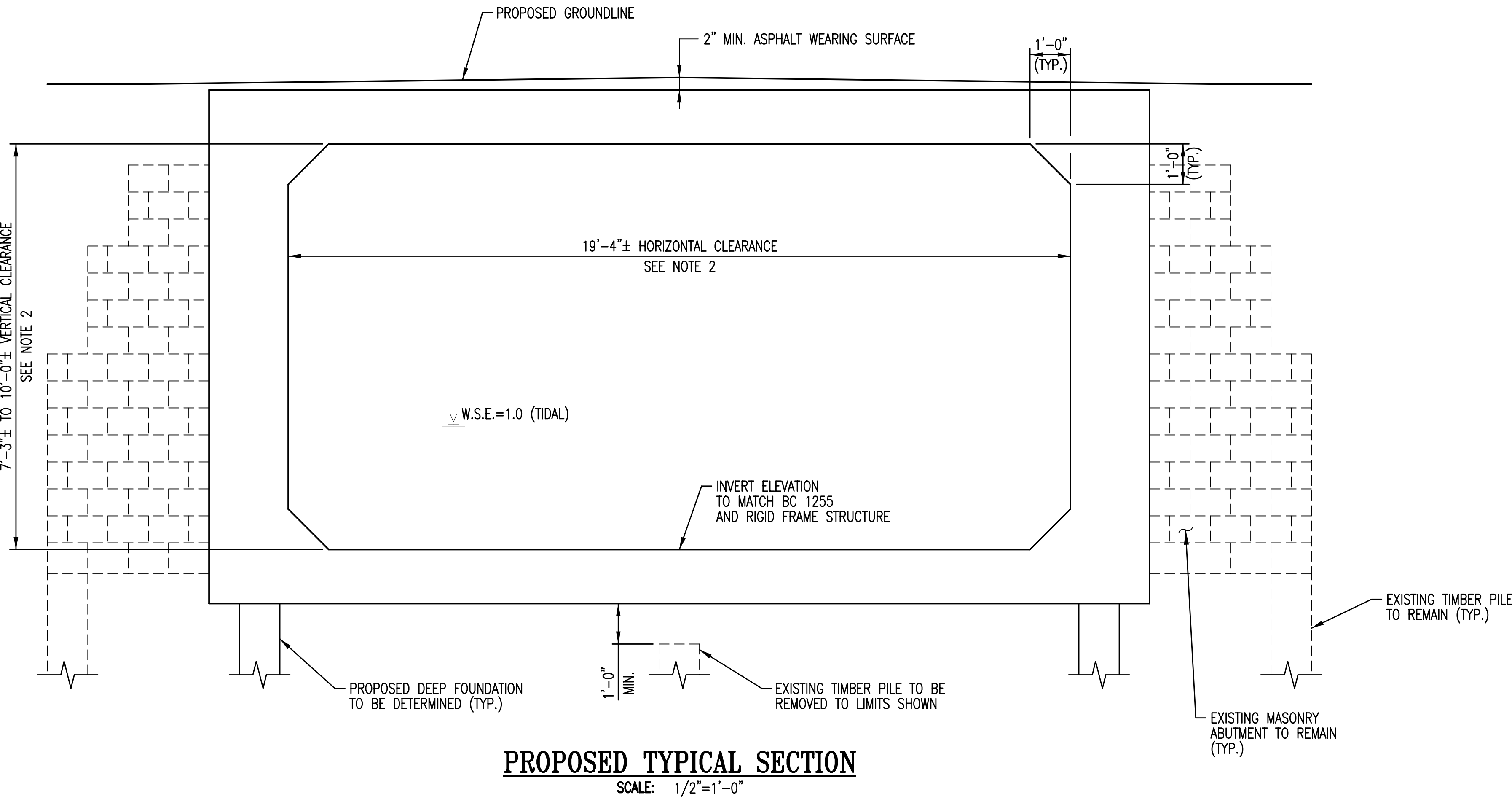
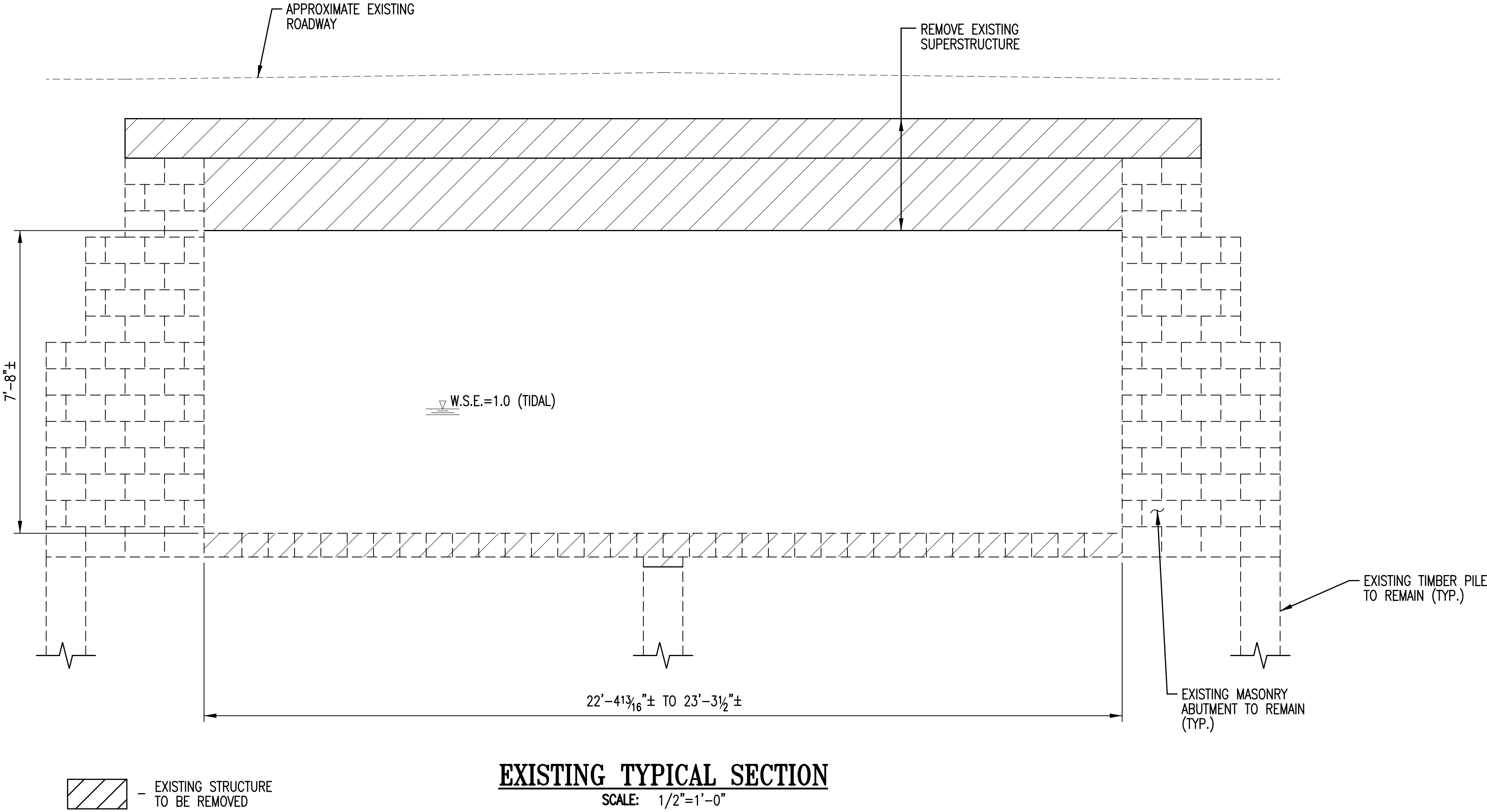
CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
GENERAL PLAN AND ELEVATION
FLEET STREET OVER HARBOR RUN

SCALE: AS SHOWN DATE: JANUARY, 2014
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 30 OF 62

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REVISIONS			
NO.	DESCRIPTION	DATE	BY



- NOTES:**
1. PROPOSED MTA REDLINE TUNNELS NOT SHOWN FOR CLARITY. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.
 2. THE VERTICAL AND HORIZONTAL CLEARANCES SHALL BE DESIGNED TO MAINTAIN THE HYDRAULIC ADEQUACY OF THE EXISTING BC 1255 AND THE RIGID FRAME STRUCTURE.

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

SP08

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
TYPICAL SECTION
FLEET STREET OVER HARFORD RUN

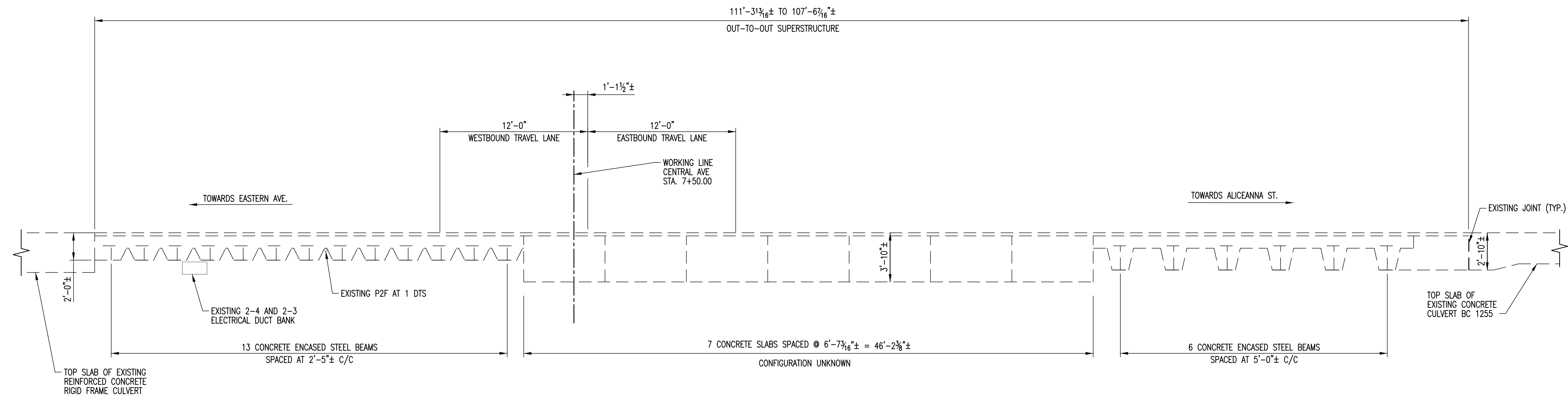
DRAWN BY: L.M.B.
EXAMINED BY: J.G.V./W.A.G.



SCALE: AS SHOWN DATE: JANUARY, 2014
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 31 OF 62

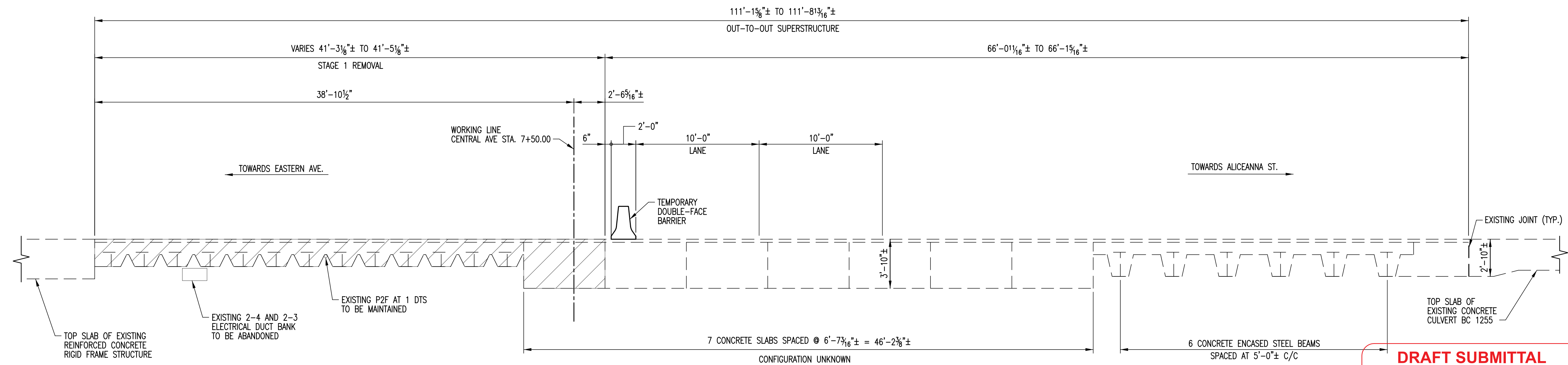
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REVISIONS			
NO.	DESCRIPTION	DATE	BY



EXISTING TYPICAL SECTION

SCALE: 1/4"=1'-0"



STAGE 1 REMOVAL TYPICAL SECTION

SCALE: 1/4"=1'-0"

NOTE:
EXISTING TYPICAL SECTION BASED ON JUNE, 2012 FIELD
SURVEY. SHOWN FOR INFORMATION ONLY. DESIGN-BUILD
TEAM IS RESPONSIBLE FOR VERIFYING THE AS BUILT
DIMENSIONS PRIOR TO CONSTRUCTION.

LEGEND

PORTION OF EXISTING SUPERSTRUCTURE
TO BE REMOVED (TYP.)

DRAWN BY: L.M.B.
EXAMINED BY: J.G.V./W.A.G.



**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

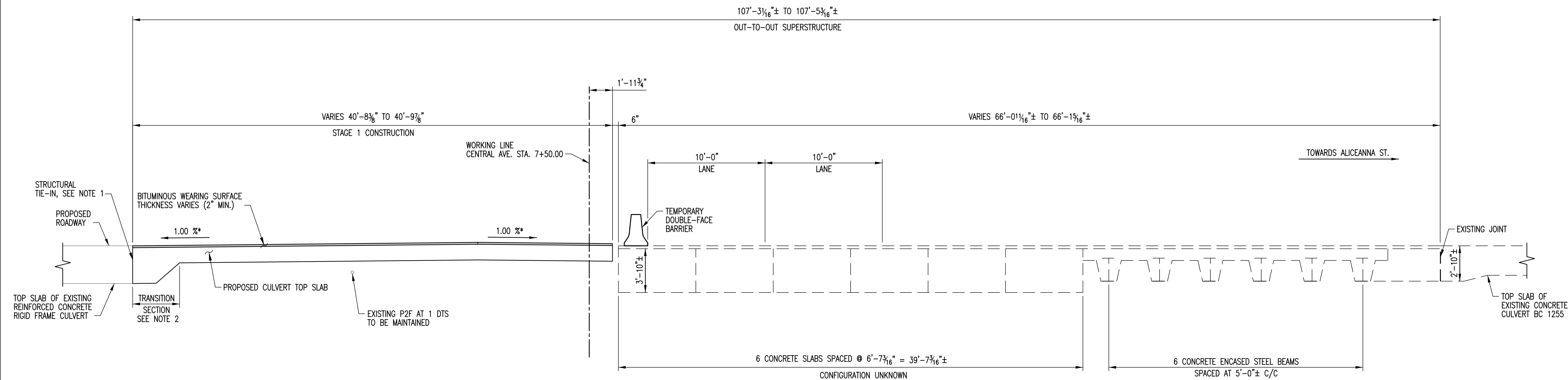
CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
SUGGESTED CONSTRUCTION STAGING - 1
FLEET STREET OVER HARFORD RUN

SCALE: AS SHOWN
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION

DATE: JANUARY, 2014
SHEET 32 OF 62

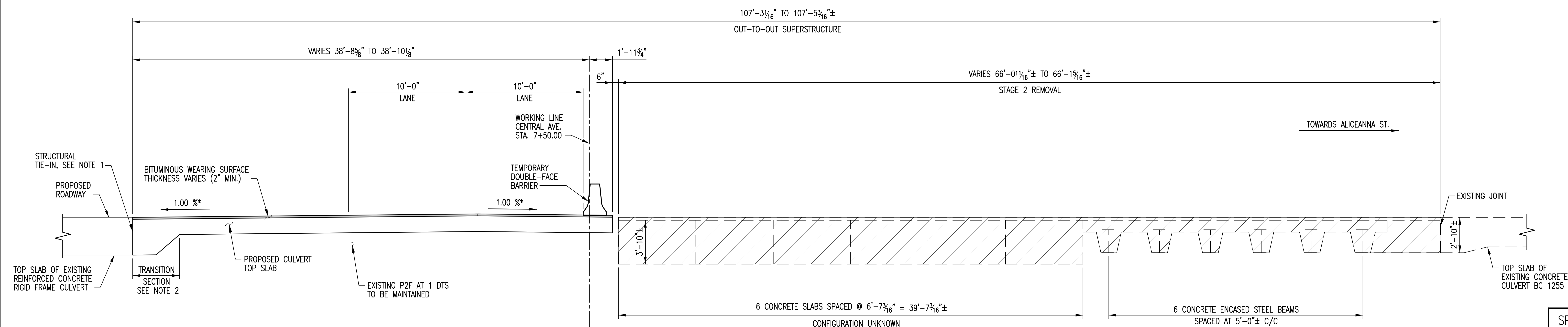
SP09

REVISIONS			
NO.	DESCRIPTION	DATE	BY



STAGE 1 CONSTRUCTION TYPICAL SECTION

SCALE: 1/4"=1'-0"



STAGE 2 REMOVAL TYPICAL SECTION

SCALE: 1/4"=1'-0"

LEGEND

 PORTION OF EXISTING SUPERSTRUCTURE TO BE REMOVED (TYP.)

NOTES:

1. PROPOSED STRUCTURE SHALL BE CONNECTED TO EXISTING STRUCTURE. NO OPEN JOINTS SHALL BE PERMITTED.
2. TRANSITION SECTION SHALL BE PROVIDED TO MATCH EXISTING STRUCTURE AT STRUCTURAL TIE-IN.
3. CULVERT WALLS AND BOTTOM SLAB NOT SHOWN FOR CLARITY.

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

*- FINAL CROSS-SLOPE OF STRUCTURE TO BE SET BY DESIGN-BUILD TEAM AFTER THE PROPOSED ROADWAY PROFILE FOR CENTRAL AVENUE IS ESTABLISHED. VALUE SHOWN IS BASED ON EXISTING ROADWAY ELEVATIONS.

WR&A
WHITMAN, REQUARDT
& ASSOCIATES, LLP
800 South Caroline Street, Baltimore, Maryland 21201

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
SUGGESTED CONSTRUCTION STAGING - 2
FLEET STREET OVER HARFORD RUN

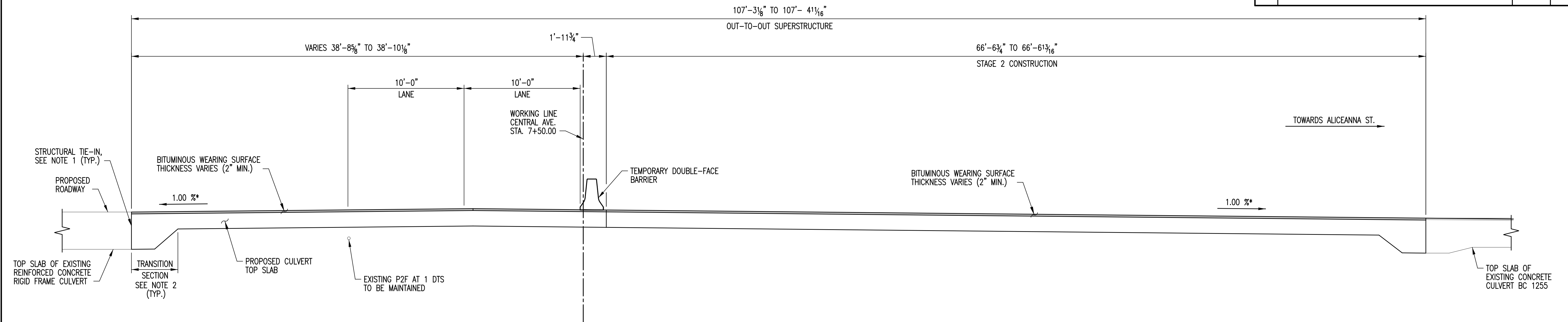
SCALE: AS SHOWN DATE: JANUARY, 2014
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 33 OF 62

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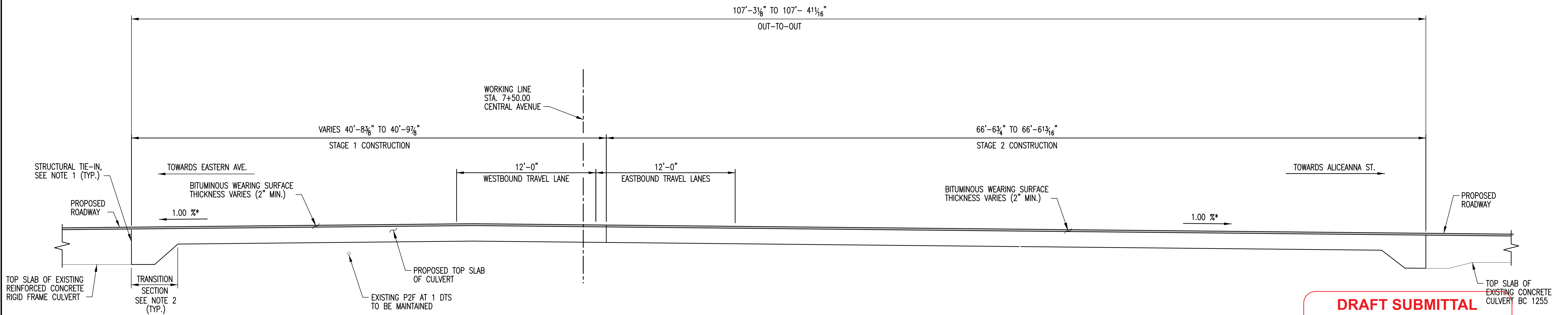
DRAWN BY: L.M.B.
EXAMINED BY: J.G.V./W.A.G.

SP10

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STAGE 2 CONSTRUCTION TYPICAL SECTION
SCALE: 1/4"=1'-0"



PROPOSED TYPICAL SECTION
SCALE: 1/4"=1'-0"

- NOTES:**
1. PROPOSED STRUCTURE SHALL BE CONNECTED TO EXISTING STRUCTURE. NO OPEN JOINTS SHALL BE PERMITTED.
 2. TRANSITION SECTION SHALL BE PROVIDED TO MATCH EXISTING STRUCTURE AT STRUCTURAL TIE-IN.
 3. CULVERT WALLS AND BOTTOM SLAB NOT SHOWN FOR CLARITY.

*- FINAL CROSS-SLOPE OF STRUCTURE TO BE SET BY DESIGN-BUILD TEAM AFTER THE PROPOSED ROADWAY PROFILE FOR CENTRAL AVENUE IS ESTABLISHED. VALUE SHOWN IS BASED ON EXISTING ROADWAY ELEVATIONS.

**DRAFT SUBMITTAL
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DRAWN BY: L.M.B.
EXAMINED BY: J.G.V./W.A.G.



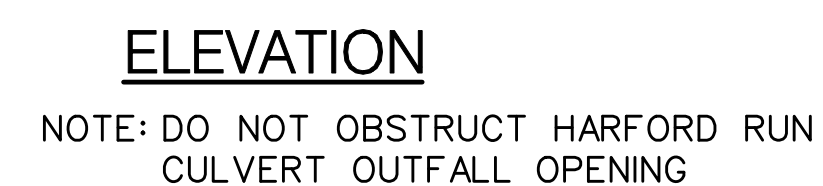
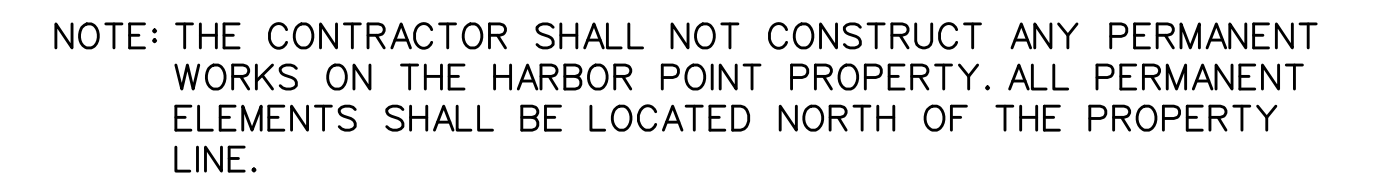
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CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
SUGGESTED CONSTRUCTION STAGING - 3
FLEET STREET OVER HARFORD RUN

SCALE: AS SHOWN DATE: JANUARY, 2014
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 34 OF 62

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NOTE: THE CONTRACTOR SHALL NOT CONSTRUCT ANY PERMANENT WORKS ON THE HARBOR POINT PROPERTY. ALL PERMANENT ELEMENTS SHALL BE LOCATED NORTH OF THE PROPERTY LINE.



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CITY OF BALTIMORE
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CONTRACT NO. TR12317
S.H.A. NO. PENDING
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CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE

GENERAL PLAN AND ELEVATION

SCALE: $\frac{1}{16}'' = 1'-0''$ DATE: OCT. 15, 2012

REVISIONS			
NO.	DESCRIPTION	DATE	BY

GENERAL NOTES

SPECIFICATIONS: ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE MARYLAND STATE HIGHWAY ADMINISTRATION STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIAL DATED JULY 2008 AND ALL REVISIONS AND ADDITIONS THERETO.

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. 6TH EDITION, DATED 2012 WITH ALL INTERIM REVISIONS.

CONCRETE DESIGN: LOAD AND RESISTANCE FACTOR DESIGN METHOD $f'c=3500$ PSI EXCEPT THAT IN BRIDGE DECK SLABS SUPPORTED BY STRINGERS IT SHALL BE 4500 PSI.

LOADING: REINFORCING STEEL DESIGN: $f_y = 60,000$ PSI.

STRUCTURAL STEEL DESIGN: LOAD AND RESISTANCE FACTOR DESIGN METHOD.

HL-93 WITH PROVISIONS FOR FUTURE 2" WEARING SURFACE AND 15 LB/SQ FT FOR USE OF STEEL BRIDGE DECK FORMS WHICH REMAIN IN PLACE.

RATINGS: RATINGS ARE BASED ON LOAD AND RESISTANCE FACTOR RATING METHOD.

LOAD TYPE	LRFR INVENTORY	LRFR OPERATING
HL-93	RF \geq 1	RF \geq 1
HS-20	RF \geq 1	RF \geq 1
H-15	RF \geq 1	RF \geq 1
MD TYPE 3 TRUCK	RF \geq 1	RF \geq 1
MD TYPE 3S2	RF \geq 1	RF \geq 1

CONCRETE: ALL CONCRETE FOR ABUTMENT BACKWALLS AND PARAPETS AT ABUTMENTS AND ENTIRE SUPERSTRUCTURE SHALL BE SHA MIX NO. 6 (4500 PSI). ALL OTHER STRUCTURE CONCRETE SHALL BE SHA MIX NO. 3 (3500PSI).

REINFORCING STEEL SHALL CONFORM TO ASTM A 615, GRADE 60. ALL SPLICES NOT SHOWN SHALL BE LAPPED AS PER SHA BAR LAP CHARTS. MINIMUM COVER FOR ANY BAR SHALL BE 2" UNLESS OTHERWISE NOTED WITH THE EXCEPTION OF BARS AT THE TOP OF PIERS AND AT THE BOTTOM AND SIDES OF ALL FOOTINGS WHICH SHALL HAVE 3" MINIMUM COVER FOR TIES AND STIRRUPS, STANDARD ACIBENDING TOLERANCES ARE MODIFIED TO PLUS(+) ZERO INCHES, MINUS (-) NORMAL ACIBENDING TOLERANCES.

REINFORCING STEEL: ONLY GRADE 60 CAN BE USED ON THIS PROJECT

REINFORCING STEEL IN THE FOLLOWING AREAS SHALL BE EPOXY COATED:
ENTIRE SUPERSTUCTURE (INCLUDING PARAPETS AND END DIAPHRAGMS)
ABUTMENT BACKWALLS
ALL BEARING SEAT PADS
ABUTMENT BRIDGE SEAT AREAS
PARAPET PORTION OF WINGWALLS
PIER CAPS LOCATED UNDER BRIDGE DECK ROADWAY JOINTS

KEYS: ALL KEYS ARE NOMINAL SIZE.

STRUCTURAL STEEL: STRUCTURAL STEEL SHALL CONFORM TO A 709 GRADE 50, INCLUDING THE ADDITIONAL REQUIREMENTS FOR CHARPY V-NOTCH TESTING OF M 270 FOR PRIMARY LOAD CARRYING MEMBERS.

PAINT COLOR: THE COLOR FOR THE FINISHED COAT SHALL MATCH FEDERAL STARDARD 595B COLOR NO. XXXXX.

EXISTING STRUCTURE: ALL DIMENSIONS AFFECTED BY THE GEOMETRICS, AND/OR LOCATION OF THE EXISTING STRUCTURE SHALL BE CHECKED IN THE FIELD BY THE CONTRACTOR, BEFORE ANY CONSTRUCTION IS DONE, AND BEFORE ANY MATERIAL IS ORDERED OR FABRICATED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY THE ENGINEER WITH ALL FIELD DIMENSIONS REQUIRED TO CHECK DETAILED DRAWINGS. THE \pm MARKS SHOWN WITH DIMENSIONS AND STATIONS DO BNOT INDICATE ANY DEGREE OF PRECISION. THESE MARKS (\pm) INDICATE EXISTING DIMENSIONS AND STATIONS THAT MAY VARY AND DO REQUIRE FIELD VERIFICATION BY THE CONTRACTOR.

EXISTING STRUCTURE SHOWN IN LONG DASHED LINES.
NEW STRUCTURE SHOWN IN SOLID LINES.
PORTIONS OF EXISTING STRUCTURES SHOWN HATCHED TO BE REMOVED.

HYDROLOGICAL AND HYDRAULIC DATA:

HYDROLOGICAL AND HYDRAULIC DATA	
10 YEAR WSEL:	3.3
100-YEAR WSEL:	9.0
MEAN LOW WSEL:	1.02
AVERAGE WATERWAY INVERT: -	-7.1 \pm
ROADWAY ELEVATION ON BRIDGE: LOWEST-	

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CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE

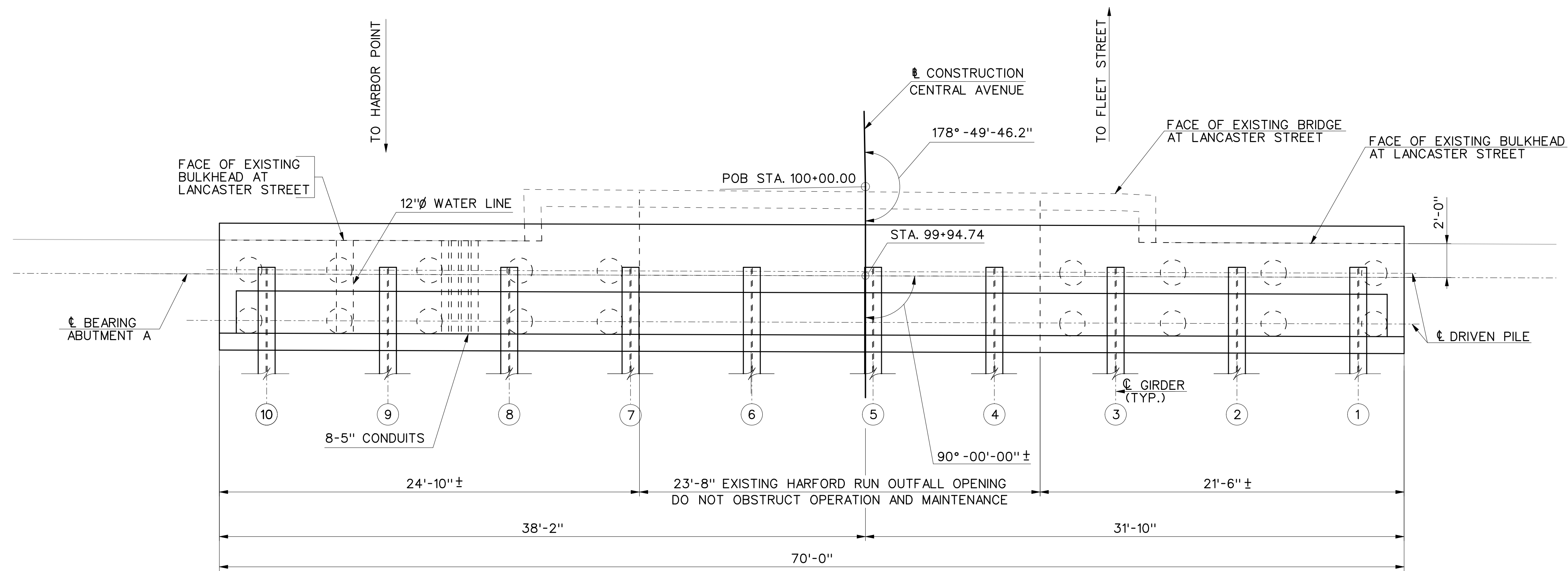
GENERAL NOTES



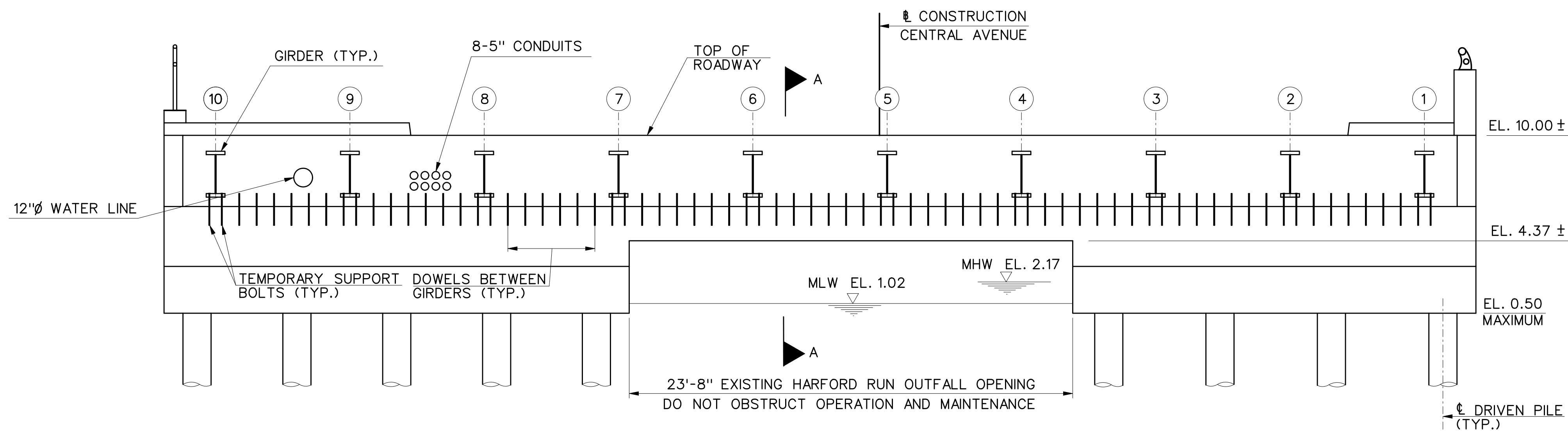
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PLAN



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CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
PLAN AND ELEVATION ABUTMENT A

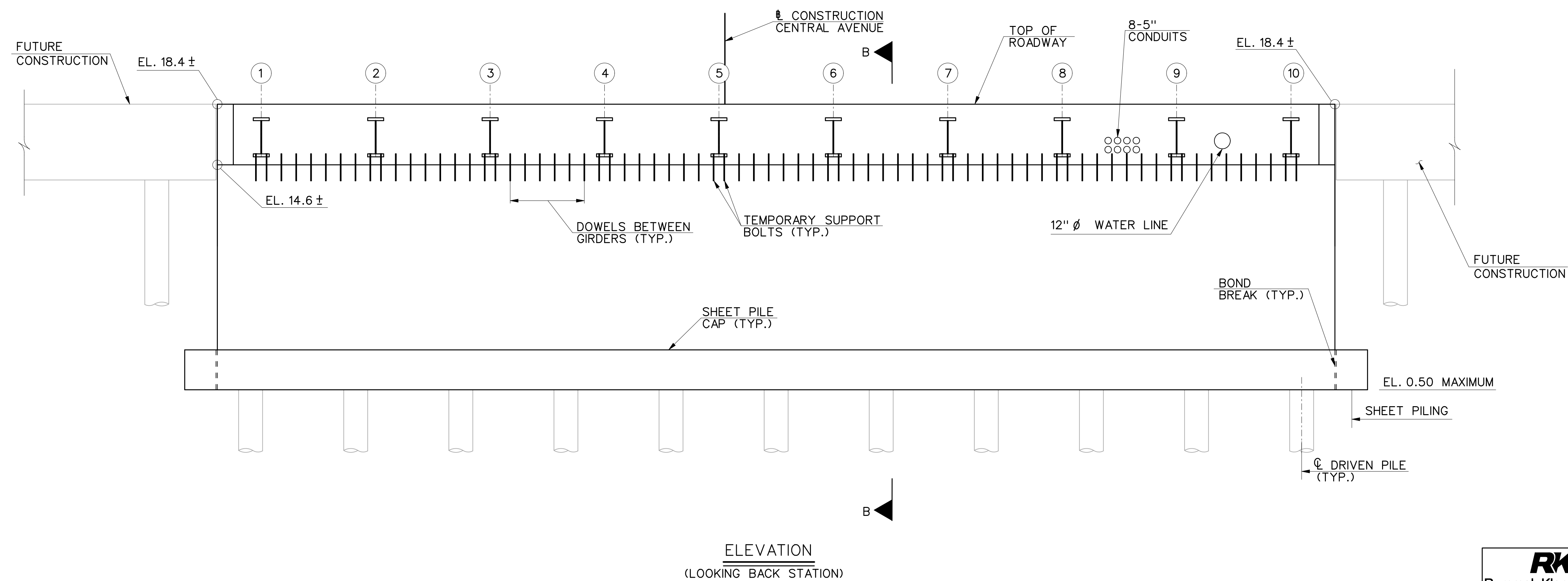
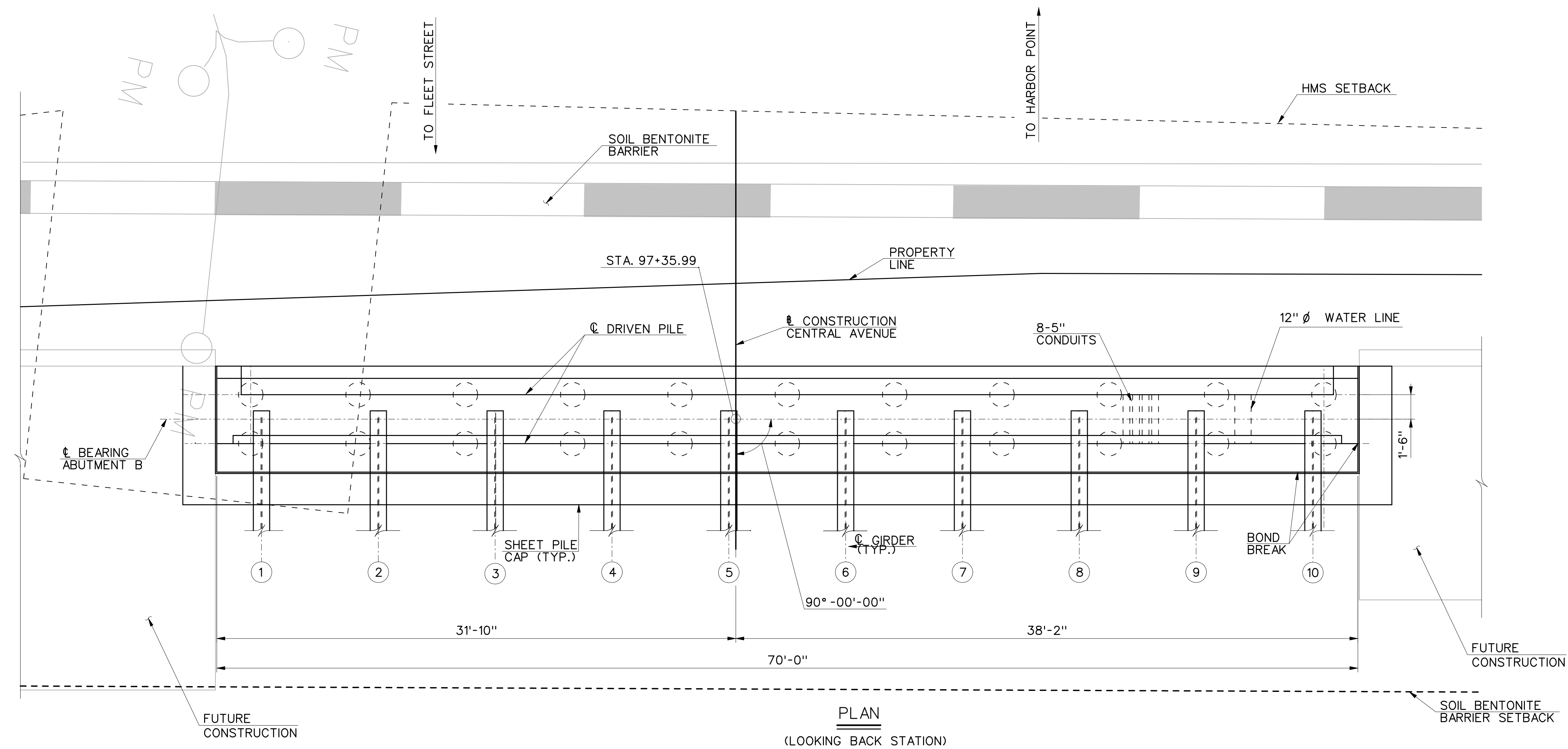
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SCALE: 1/4" = 1'-0"

DATE: OCT 15, 2012

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REVISIONS			
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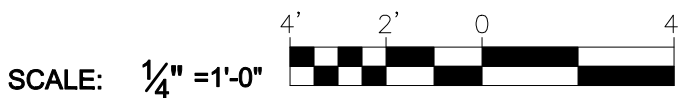
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SP-15

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CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
PLAN AND ELEVATION ABUTMENT B

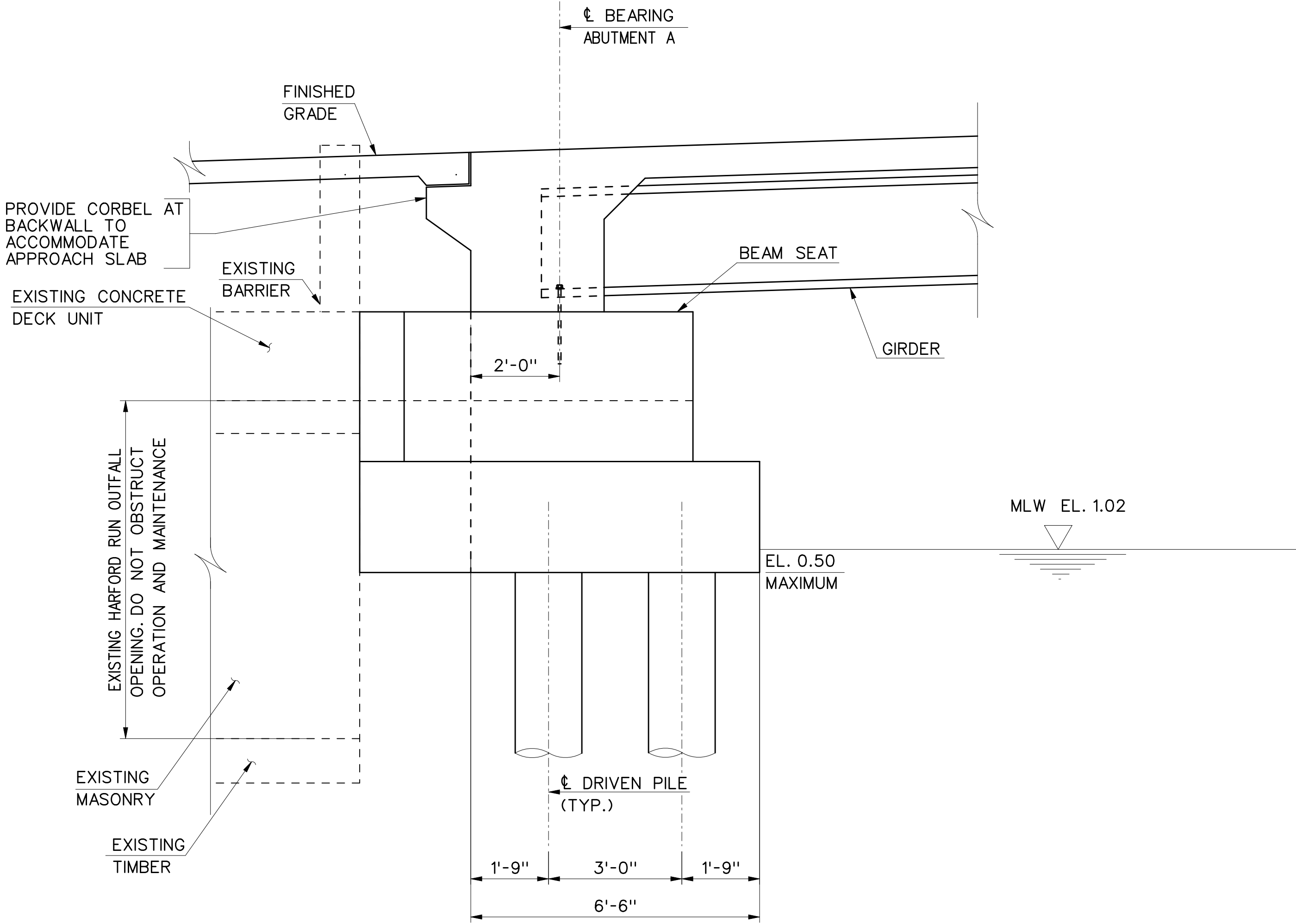
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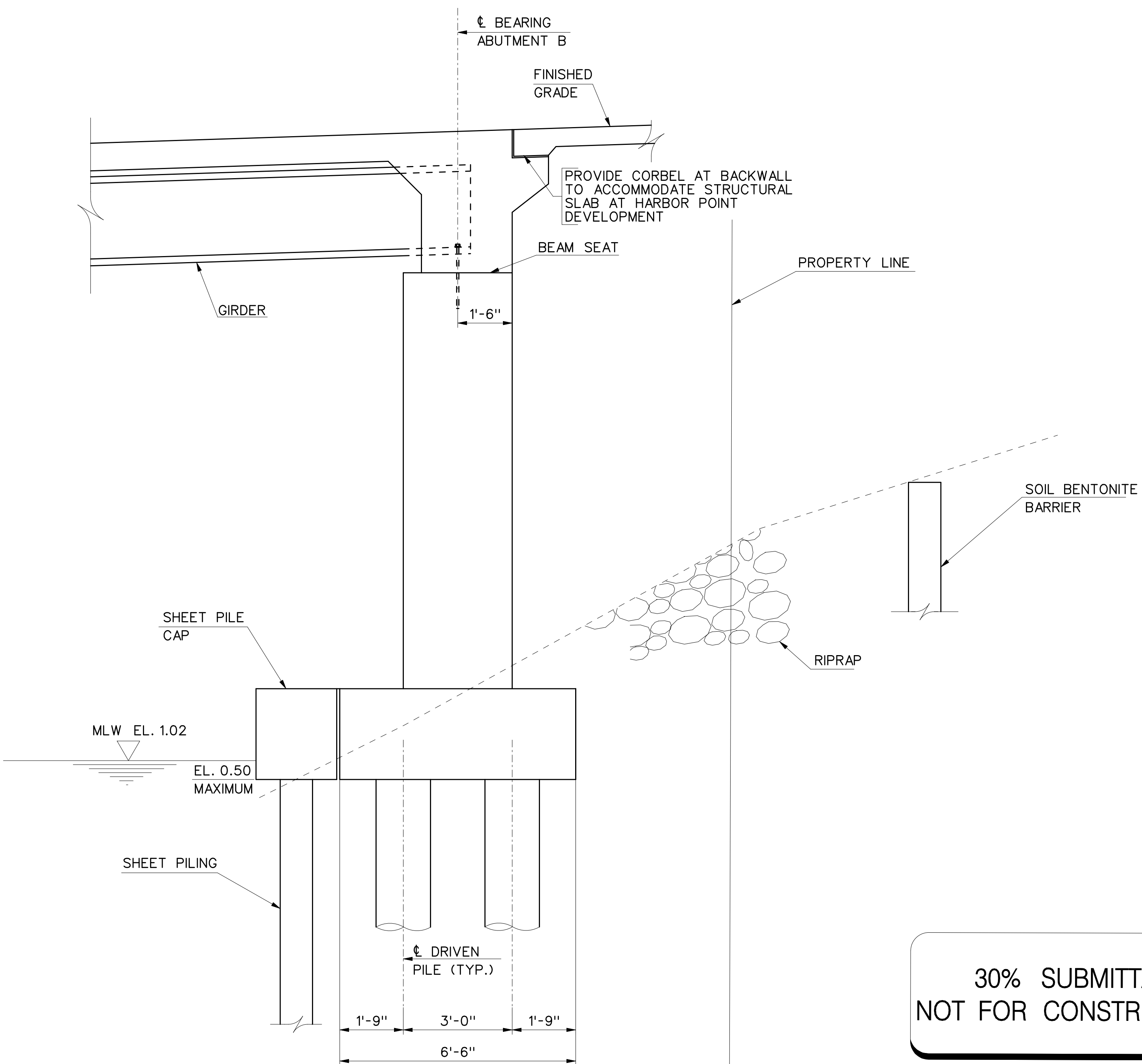
DATE: OCT 15, 2012
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SECTION A-A



SECTION B-B

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CENTRAL AVENUE STREETSCAPE AND
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ABUTMENT TYPICAL SECTIONS

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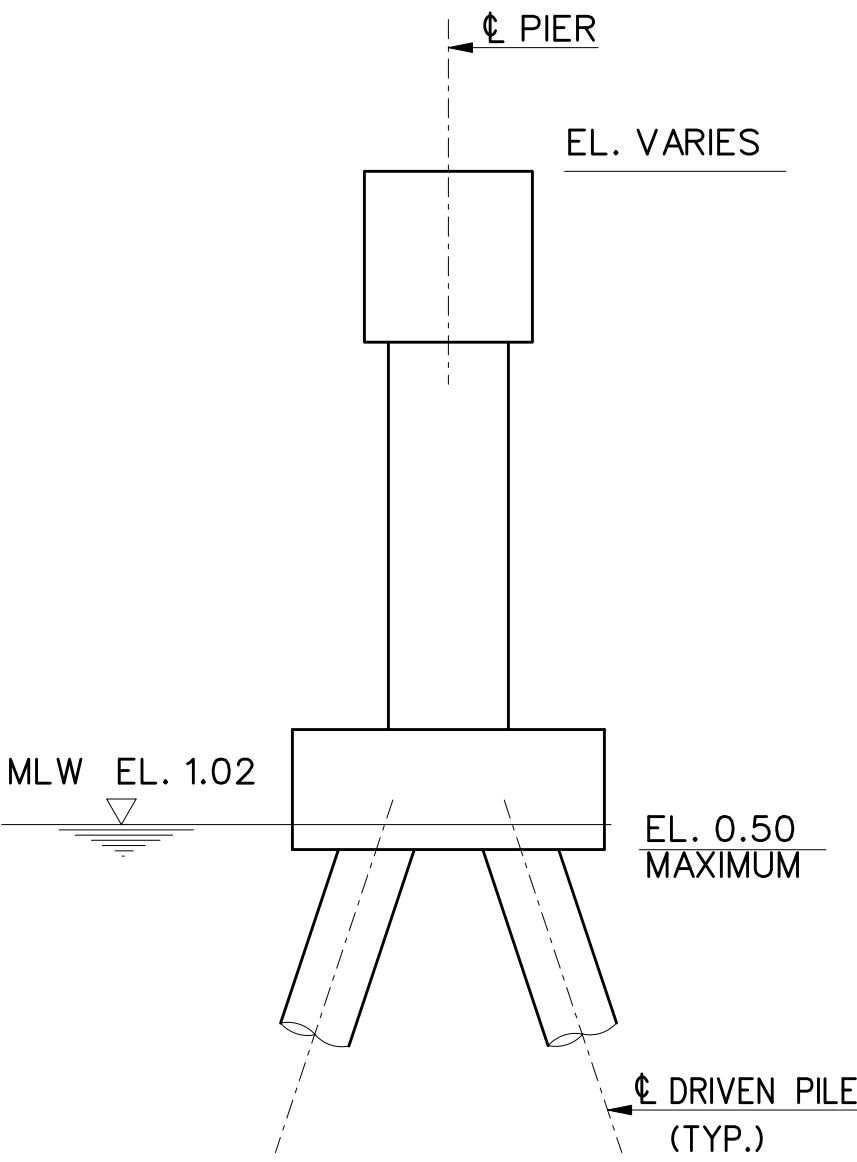
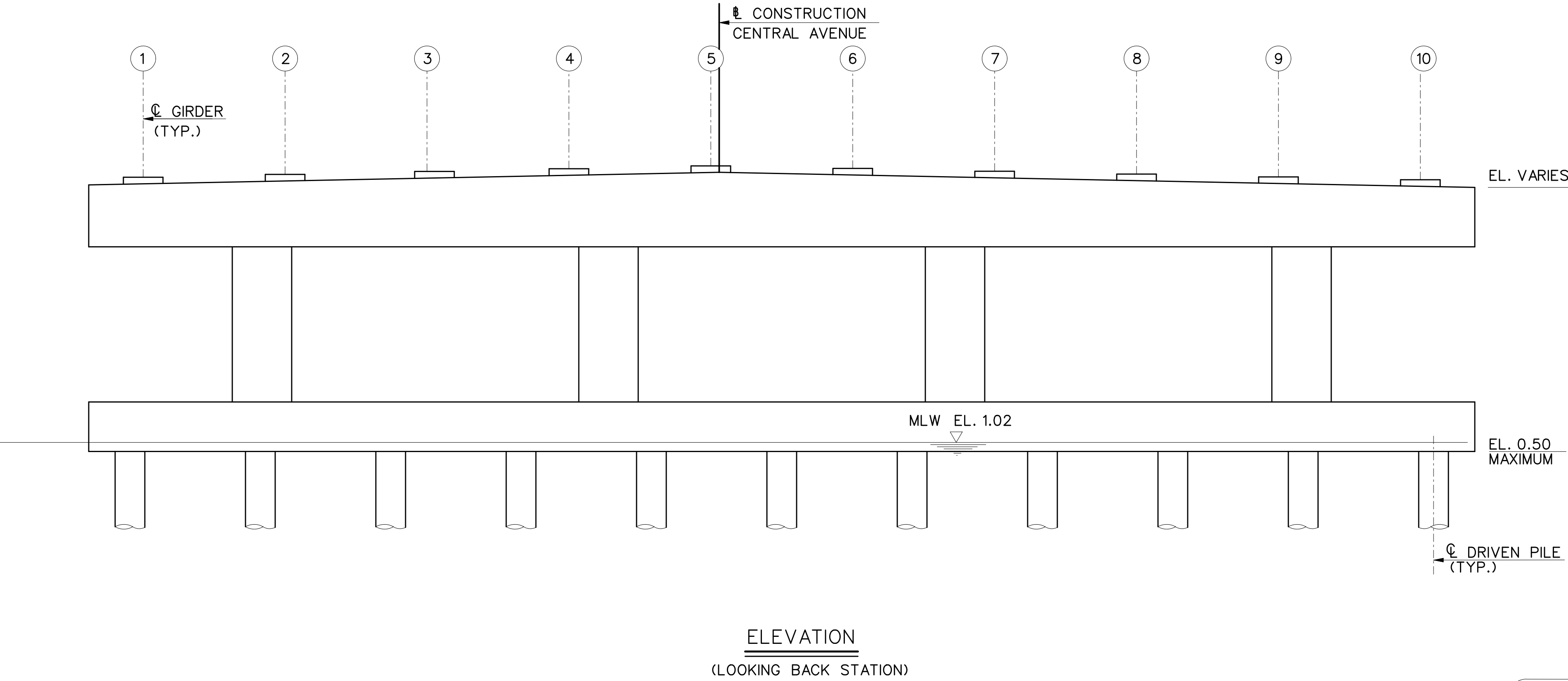
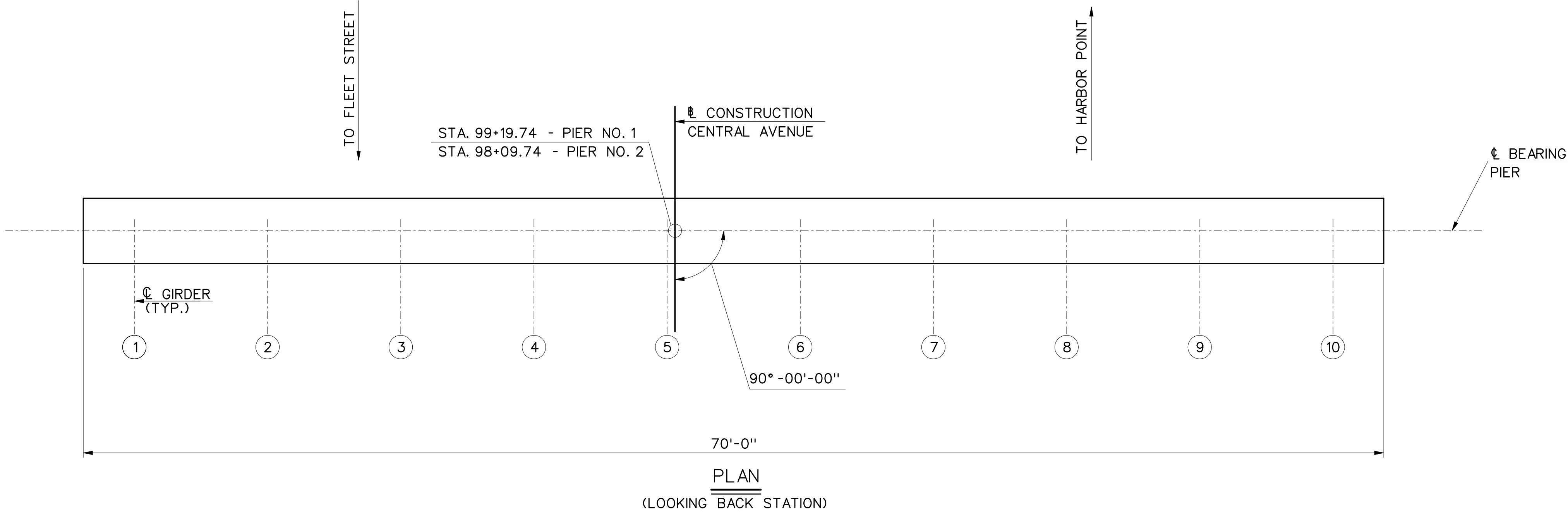
SCALE: 1/2" = 1'-0"

DATE: OCT 15, 2012

SHEET 39 OF 62

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CENTRAL AVENUE STREETSCAPE AND
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TYPICAL PIER

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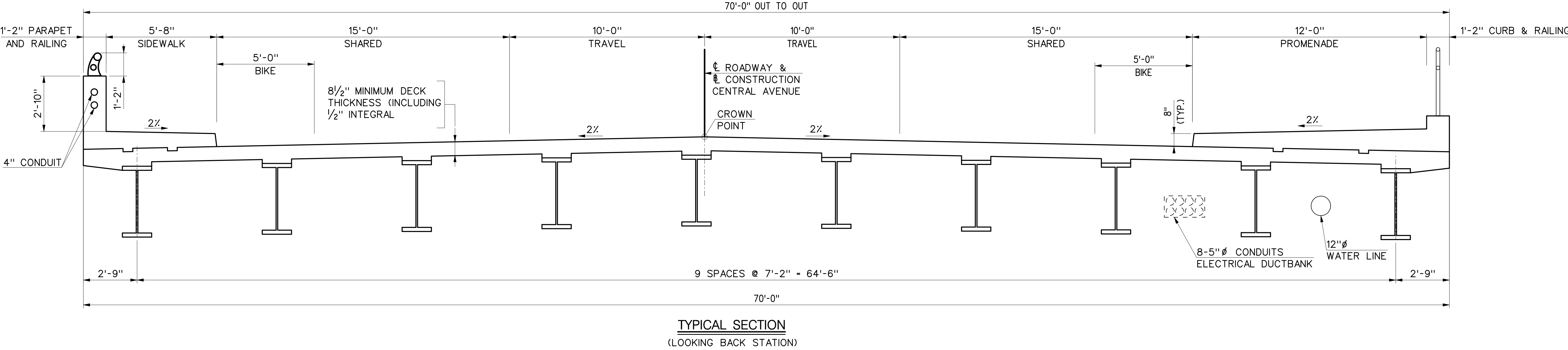
SCALE: 1/4" = 1'-0"

DATE: OCT 15, 2012

SHEET 40 OF 62

10/12/2012
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- NOTE:
1. DESIGN-BUILDER SHALL SPECIFY SHA STANDARD DECK SLAB.
 2. DESIGN-BUILDER SHALL SPECIFY SHA STANDARD PARAPET.
 3. DESIGN-BUILDER SHALL SPECIFY SHA STANDARD SIDEWALK.
 4. GIRDER CROSS-FRAMES NOT SHOWN FOR CLARITY.

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SP-18

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CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE

TYPICAL SECTION

SCALE: 3/8"=1'-0"

24"

12"

0

2'

4'

DATE: OCT 15, 2012

SHEET 41 OF 62

10/15/2012
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INFORMATION
UNDER DEVELOPMENT

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CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE

GEOTECHNICAL SITE CONSTRAINTS-1



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SP-20

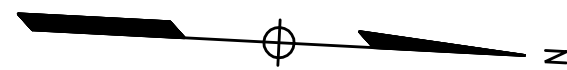
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CENTRAL AVENUE STREETScape AND
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GEOTECHNICAL SITE CONSTRAINTS-2



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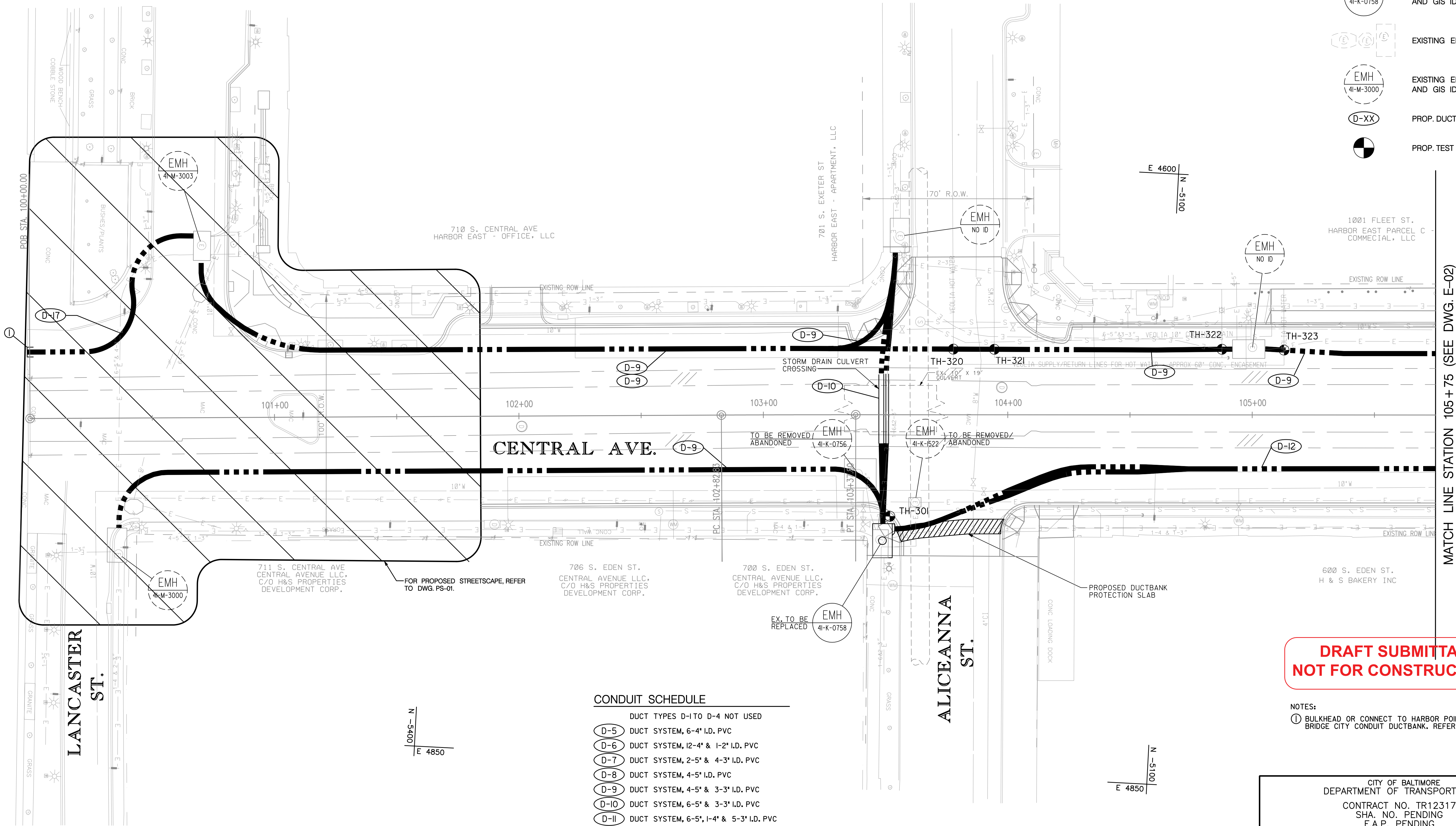
TH NO.	UTILITY	STATION	OFFSET	DEPTH
320	VEOLIA HW	STA 103+27.7	26.9' LT.	10'
321	12" GAS	STA 103+44.5	26.8' LT.	10'
322	12" GAS	STA 104+87.6	26.9' LT.	11'
323	VEOLA HW	STA 105+13.0	26.6' LT.	11'

TH NO.	EMH GIS NO.	STATION	OFFSET	DEPTH
301	4I-K-0758	STA 103+51.8	41.5' RT.	13'

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LEGEND

- PROP. CONDUIT DUCTBANK
- PROP. ELECTRICAL MANHOLE
- PROP. ELECTRICAL MANHOLE AND GIS ID NO.
- EXISTING ELECTRICAL MANHOLE
- EXISTING ELECTRICAL MANHOLE AND GIS ID NO.
- PROP. DUCT SECTION TYPE
- PROP. TEST PIT



CONDUIT SCHEDULE

- DUCT TYPES D-1 TO D-4 NOT USED
- D-5 DUCT SYSTEM, 6-4" I.D. PVC
 - D-6 DUCT SYSTEM, 12-4" & 1-2" I.D. PVC
 - D-7 DUCT SYSTEM, 2-5" & 4-3" I.D. PVC
 - D-8 DUCT SYSTEM, 4-5" I.D. PVC
 - D-9 DUCT SYSTEM, 4-5" & 3-3" I.D. PVC
 - D-10 DUCT SYSTEM, 6-5" & 3-3" I.D. PVC
 - D-11 DUCT SYSTEM, 6-5", 1-4" & 5-3" I.D. PVC
 - D-12 DUCT SYSTEM, 8-5" & 3-3" I.D. PVC
 - D-13 DUCT SYSTEM, 8-5", 5-3" & 1-4" I.D. PVC
 - D-14 DUCT SYSTEM, 10-5" & 3-3" I.D. PVC
 - D-15 DUCT SYSTEM, 12-5", 1-4" & 5-3" I.D. PVC
 - D-16 DUCT SYSTEM, 24-5", 3-4" & 6-3" I.D. PVC
 - D-17 DUCT SYSTEM, 10-5" & 6-4" I.D. PVC

DRAWN BY: S.R.B.
EXAMINED BY: T.J.M. / P.H.L.

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WHITMAN, REQUARDT & ASSOCIATES, LLP
800 South Carolina Street, Baltimore, Maryland 21201

SCALE: 1"=20' DATE: OCTOBER, 2012
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PLOTTED: SPATIMES
FILE: \$FILES

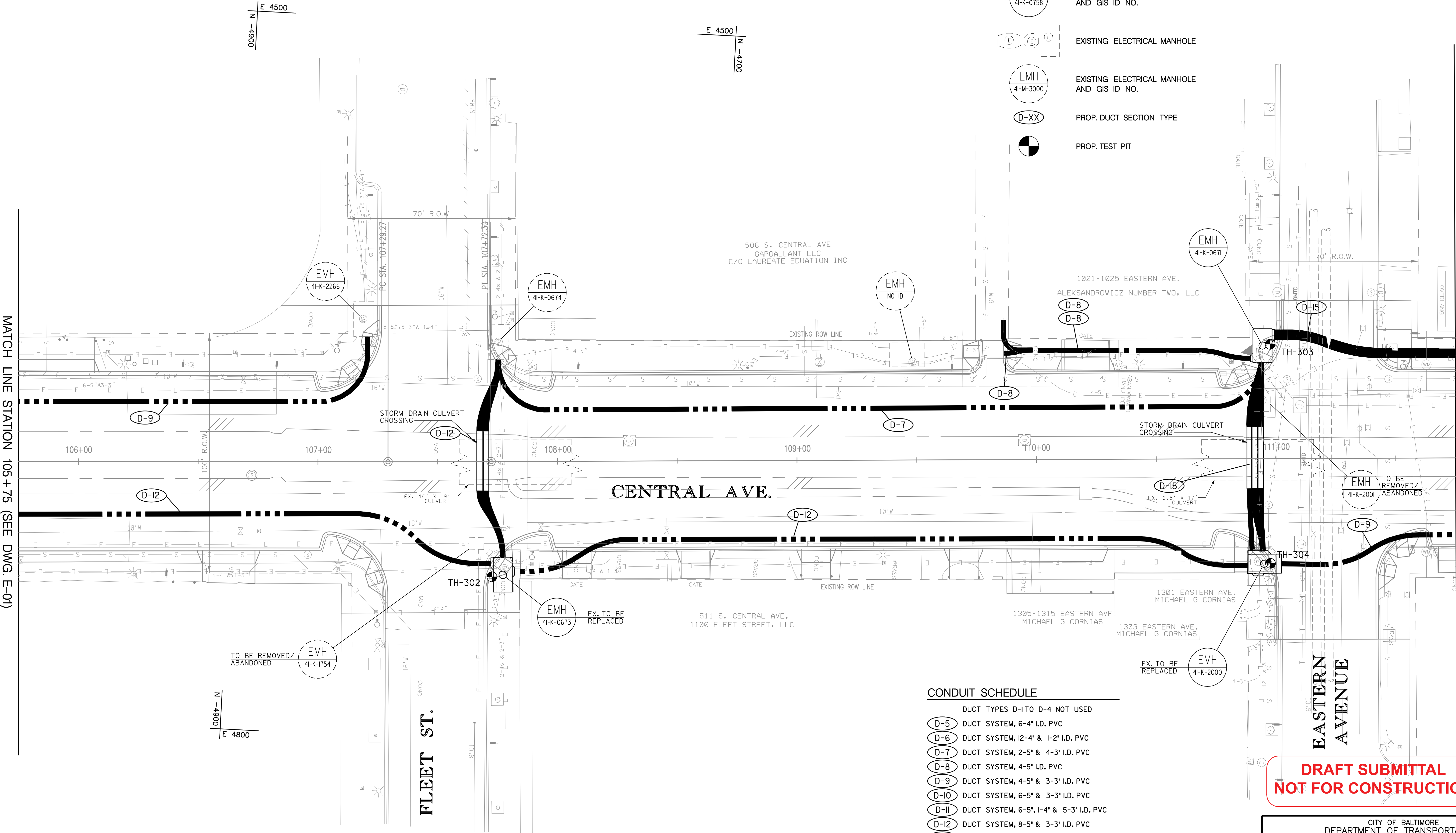
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REVISIONS			
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TH NO.	EMH GIS NO.	STATION	OFFSET	DEPTH
302	4I-K-0673	STA 107+72.5	48.1' RT.	15'
303	4I-K-0671	STA 110+97.7	47.7' LT.	15'
304	4I-K-2000	STA 110+97.5	43.7' RT.	16'

LEGEND

- PROP. CONDUIT DUCTBANK
- PROP. ELECTRICAL MANHOLE
- PROP. ELECTRICAL MANHOLE AND GIS ID NO.
- EXISTING ELECTRICAL MANHOLE
- EXISTING ELECTRICAL MANHOLE AND GIS ID NO.
- PROP. DUCT SECTION TYPE
- PROP. TEST PIT



CONDUIT SCHEDULE

- DUCT TYPES D-1 TO D-4 NOT USED
- D-5 DUCT SYSTEM, 6'-4" I.D. PVC
 - D-6 DUCT SYSTEM, 12'-4" & 1'-2" I.D. PVC
 - D-7 DUCT SYSTEM, 2'-5" & 4'-3" I.D. PVC
 - D-8 DUCT SYSTEM, 4'-5" I.D. PVC
 - D-9 DUCT SYSTEM, 4'-5" & 3'-3" I.D. PVC
 - D-10 DUCT SYSTEM, 6'-5" & 3'-3" I.D. PVC
 - D-11 DUCT SYSTEM, 6'-5", 1'-4" & 5'-3" I.D. PVC
 - D-12 DUCT SYSTEM, 8'-5" & 3'-3" I.D. PVC
 - D-13 DUCT SYSTEM, 8'-5", 5'-3" & 1'-4" I.D. PVC
 - D-14 DUCT SYSTEM, 10'-5" & 3'-3" I.D. PVC
 - D-15 DUCT SYSTEM, 12'-5", 1'-4" & 5'-3" I.D. PVC
 - D-16 DUCT SYSTEM, 24'-5", 3'-4" & 6'-3" I.D. PVC
 - D-17 DUCT SYSTEM, 10'-5" & 6'-4" I.D. PVC

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CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
ELECTRICAL CONDUIT PLAN
STA. 105+75 TO STA. 111+75

SCALE: 1"=20'

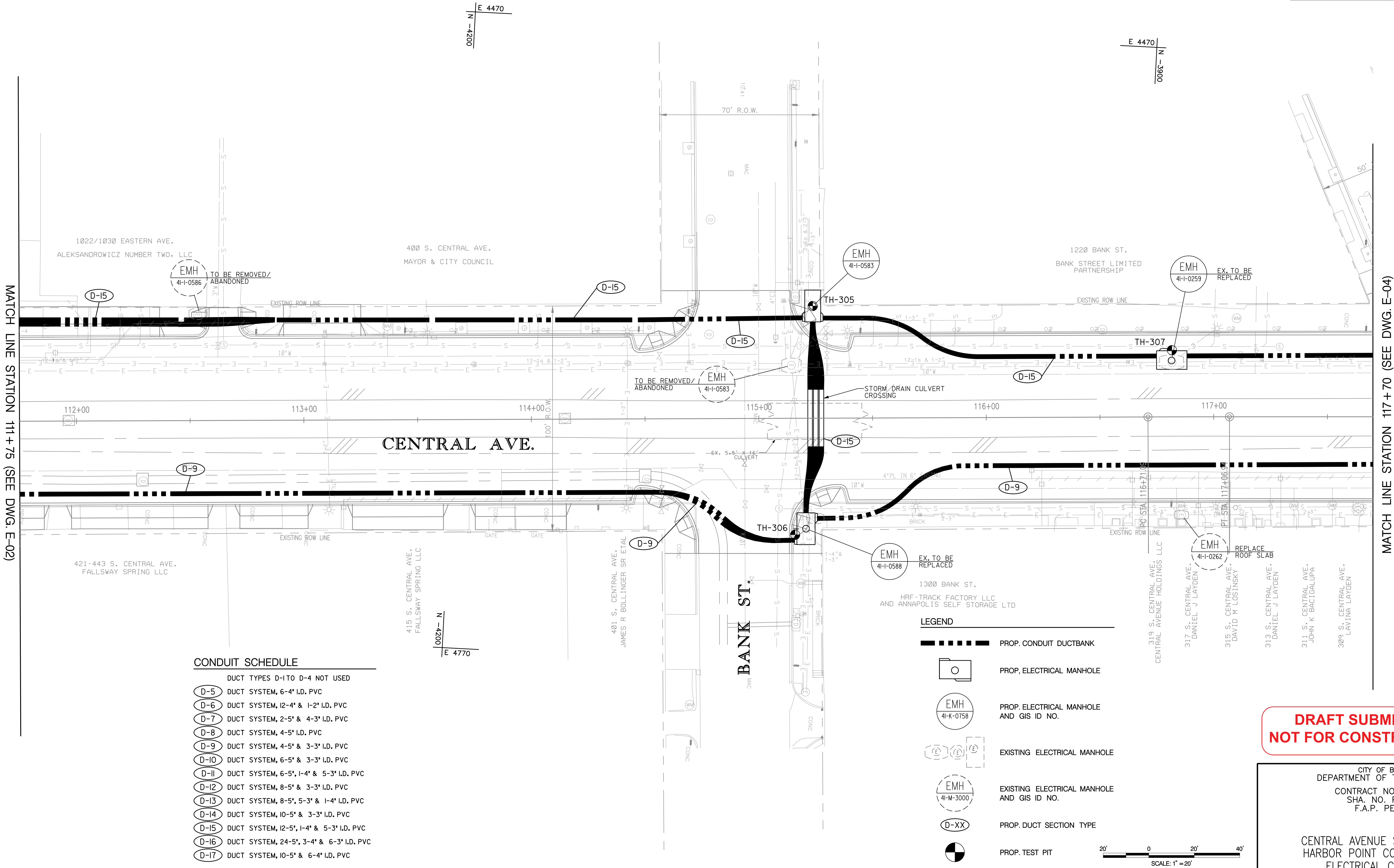
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TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION

SHEET 45 OF 62

REVISIONS			
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TH NO.	EMH GIS NO.	STATION	OFFSET	DEPTH
305	4I-I-0583	STA 115+23.9	49.4' LT.	18'
306	4I-I-0588	STA 115+15.8	51.2' RT.	15'
307	4I-I-0759	STA 116+81.6	29.3' LT.	14'



CONDUIT SCHEDULE

DUCT TYPES D-1 TO D-4 NOT USED	
D-5	DUCT SYSTEM, 6-4" I.D. PVC
D-6	DUCT SYSTEM, 12-4" & 1-2" I.D. PVC
D-7	DUCT SYSTEM, 2-5" & 4-3" I.D. PVC
D-8	DUCT SYSTEM, 4-5" I.D. PVC
D-9	DUCT SYSTEM, 4-5" & 3-3" I.D. PVC
D-10	DUCT SYSTEM, 6-5" & 3-3" I.D. PVC
D-11	DUCT SYSTEM, 6-5", 1-4" & 5-3" I.D. PVC
D-12	DUCT SYSTEM, 8-5" & 3-3" I.D. PVC
D-13	DUCT SYSTEM, 8-5", 5-3" & 1-4" I.D. PVC
D-14	DUCT SYSTEM, 10-5" & 3-3" I.D. PVC
D-15	DUCT SYSTEM, 12-5", 1-4" & 5-3" I.D. PVC
D-16	DUCT SYSTEM, 24-5", 3-4" & 6-3" I.D. PVC
D-17	DUCT SYSTEM, 10-5" & 6-4" I.D. PVC

LEGEND	
	PROP. CONDUIT DUCTBANK
	PROP. ELECTRICAL MANHOLE
	PROP. ELECTRICAL MANHOLE AND GIS ID NO.
	EXISTING ELECTRICAL MANHOLE
	EXISTING ELECTRICAL MANHOLE AND GIS ID NO.
	PROP. DUCT SECTION TYPE
	PROP. TEST PIT

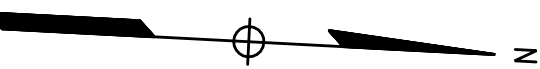
DRAFT SUBMITTAL
NOT FOR CONSTRUCTION

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. PENDING
F.A.P. PENDING

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
ELECTRICAL CONDUIT PLAN
STA. 111+75 TO STA. 117+70

REVISIONS			
NO.	DESCRIPTION	DATE	BY

TH NO.	EMH GIS NO.	STATION	OFFSET	DEPTH
312	4I-G-0509	STA 23+68.5	24.3' LT.	13'
313	4I-G-0512	STA 24+88.2	33.9' LT.	18'
314	4I-G-0513	STA 24+97.1	20.4' RT.	18'
315	4I-G-0362	STA 26+25.6	36.9' LT.	13'
316	4I-G-0361	STA 26+42.0	29.8' LT.	13'
317	4I-G-0358	STA 29+18.4	31.3' LT.	18'
318	4I-G-0366	STA 29+08.7	74.4' RT.	18'



E 4400
N 3100

E 4400
N 2800

N 3100
E 4760

MATCH LINE STATION 123+60 (SEE DWG. E-04)

MATCH LINE STATION 129+80 (SEE DWG. E-06)

CONDUIT SCHEDULE

- DUCT TYPES D-1 TO D-4 NOT USED
- D-5 DUCT SYSTEM, 6-4" I.D. PVC
 - D-6 DUCT SYSTEM, 12-4" & 1-2" I.D. PVC
 - D-7 DUCT SYSTEM, 2-5" & 4-3" I.D. PVC
 - D-8 DUCT SYSTEM, 4-5" I.D. PVC
 - D-9 DUCT SYSTEM, 4-5" & 3-3" I.D. PVC
 - D-10 DUCT SYSTEM, 6-5" & 3-3" I.D. PVC
 - D-11 DUCT SYSTEM, 6-5", 1-4" & 5-3" I.D. PVC
 - D-12 DUCT SYSTEM, 8-5" & 3-3" I.D. PVC
 - D-13 DUCT SYSTEM, 8-5", 5-3" & 1-4" I.D. PVC
 - D-14 DUCT SYSTEM, 10-5" & 3-3" I.D. PVC
 - D-15 DUCT SYSTEM, 12-5", 1-4" & 5-3" I.D. PVC
 - D-16 DUCT SYSTEM, 24-5", 3-4" & 6-3" I.D. PVC
 - D-17 DUCT SYSTEM, 10-5" & 6-4" I.D. PVC

LEGEND

- PROP. CONDUIT DUCTBANK
- PROP. ELECTRICAL MANHOLE
- PROP. ELECTRICAL MANHOLE AND GIS ID NO.
- EXISTING ELECTRICAL MANHOLE
- EXISTING ELECTRICAL MANHOLE AND GIS ID NO.
- PROP. DUCT SECTION TYPE
- PROP. TEST PIT

20' 0 20' 40'
SCALE: 1" = 20'

**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. PENDING
F.A.P. PENDING

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
ELECTRICAL CONDUIT PLAN
STA. 123+60 TO STA. 129+80

SCALE: 1" = 20' DATE: OCTOBER, 2012
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 48 OF 62

DRAWN BY: S.R.B.
EXAMINED BY: T.J.M. / P.H.L.

SABRA, WANG & ASSOCIATES, INC.
7055 SAMUEL MORSE DRIVE
SUITE 100
COLUMBIA, MD 21046
(443) 741-9500
WWW.SABRA-WANG.COM

WHITMAN, REQUARDT
& ASSOCIATES, LLP
800 South Carolina Street, Baltimore, Maryland 21201

REVISIONS			
NO.	DESCRIPTION	DATE	BY

TH NO.	EMH GIS NO.	STATION	OFFSET	DEPTH
319	4I-E-0304	STA 30+76.2	50.4' L.T.	13'

LEGEND	
	PROP. CONDUIT DUCTBANK
	PROP. ELECTRICAL MANHOLE
	PROP. ELECTRICAL MANHOLE AND GIS ID NO.
	EXISTING ELECTRICAL MANHOLE
	EXISTING ELECTRICAL MANHOLE AND GIS ID NO.
	PROP. DUCT SECTION TYPE
	PROP. TEST PIT
	EX. CONDUIT DUCTBANK TR-08310

CONDUIT SCHEDULE	
DUCT TYPES D-1 TO D-4 NOT USED	
	DUCT SYSTEM, 6-4" I.D. PVC
	DUCT SYSTEM, 12-4" & 1-2" I.D. PVC
	DUCT SYSTEM, 2-5" & 4-3" I.D. PVC
	DUCT SYSTEM, 4-5" I.D. PVC
	DUCT SYSTEM, 4-5" & 3-3" I.D. PVC
	DUCT SYSTEM, 6-5" & 3-3" I.D. PVC
	DUCT SYSTEM, 6-5", 1-4" & 5-3" I.D. PVC
	DUCT SYSTEM, 8-5" & 3-3" I.D. PVC
	DUCT SYSTEM, 8-5", 5-3" & 1-4" I.D. PVC
	DUCT SYSTEM, 10-5" & 3-3" I.D. PVC
	DUCT SYSTEM, 12-5", 1-4" & 5-3" I.D. PVC
	DUCT SYSTEM, 24-5", 3-4" & 6-3" I.D. PVC
	DUCT SYSTEM, 10-5" & 6-4" I.D. PVC

NOTES:
① PHASE II (TR-12317) CONDUIT WORK OVERLAPPING
PHASE I (TR-03310) ROADWAY WORK IS TO BE
COORDINATED BY DBT WITH THE PHASE I CONTRACTOR.

E-06

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. PENDING
F.A.P. PENDING

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
ELECTRICAL CONDUIT PLAN
STA. 129+80 TO STA. 134+50

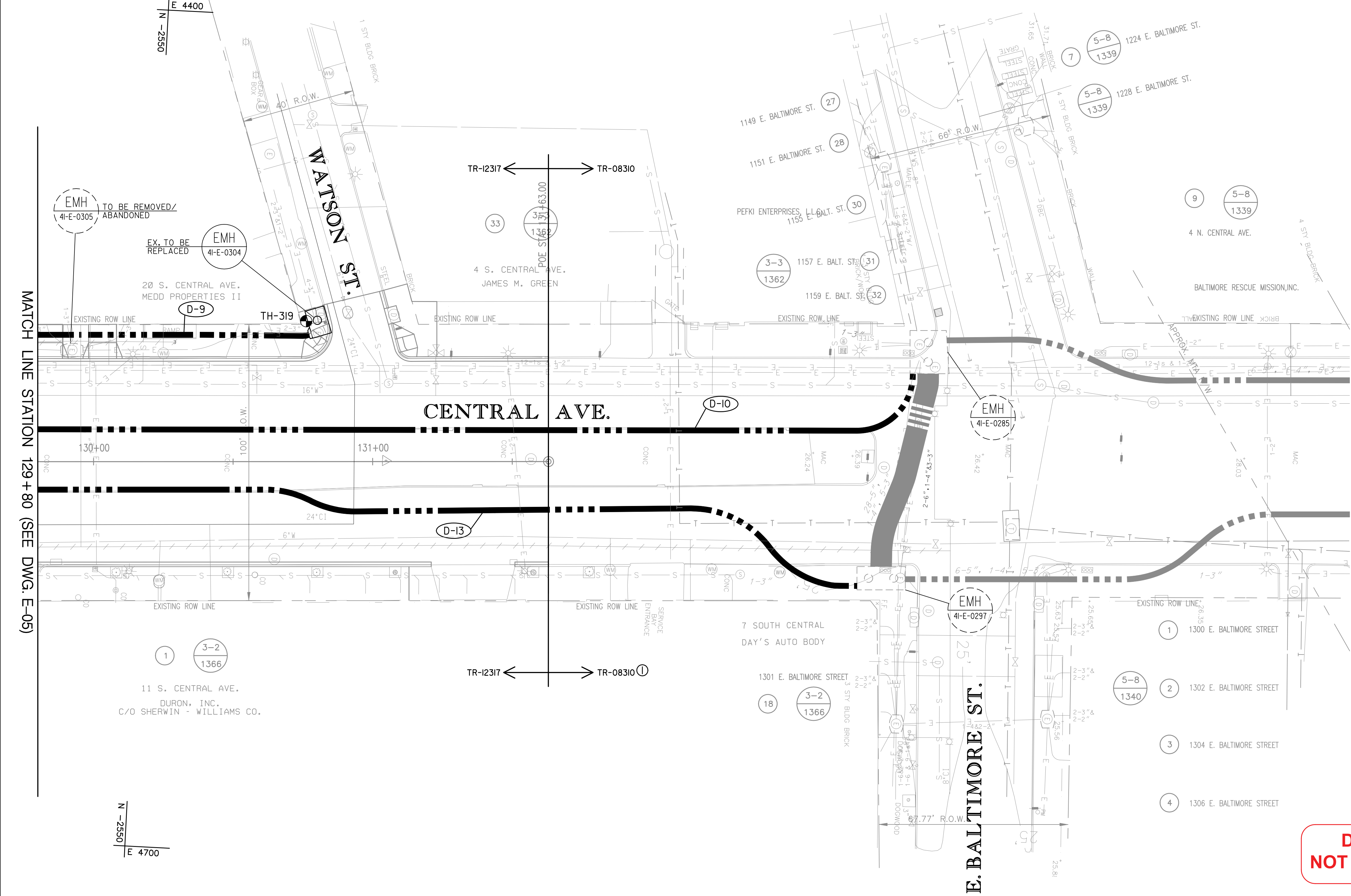
SCALE: 1"=20' DATE: OCTOBER, 2012
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 49 OF 62

DRAFT SUBMITTAL
NOT FOR CONSTRUCTION

20' 0 20' 40'
SCALE: 1"=20'

SABRA, WANG & ASSOCIATES, INC.
7055 SAMUEL MORSE DRIVE
SUITE 100
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800 South Carolina Street, Baltimore, Maryland 21201

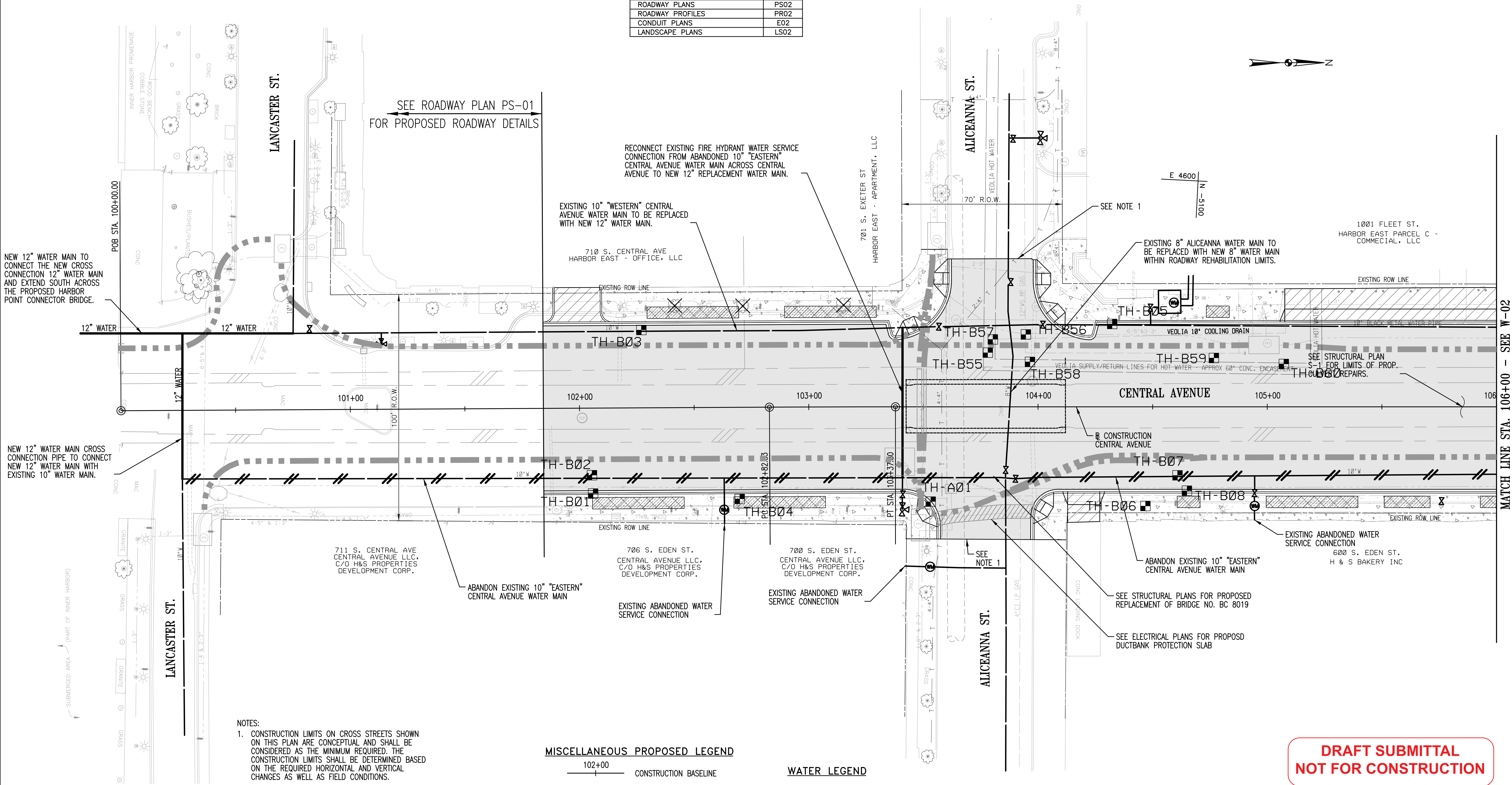


DRAWN BY: S.R.B.
EXAMINED BY: T.J.M. / P.H.L.

PLOTTED: SPATIMES
FILE: \$FILES

REVISIONS			
NO.	DESCRIPTION	DATE	BY

CROSS REFERENCES	
ITEM	DWG. NO.
GEOMETRIC LAYOUT	GS02
TYPICAL SECTIONS	TS02
ROADWAY PLANS	PS02
ROADWAY PROFILES	PR02
CONDUIT PLANS	E02
LANDSCAPE PLANS	LS02



- NOTES:
- CONSTRUCTION LIMITS ON CROSS STREETS SHOWN ON THIS PLAN ARE CONCEPTUAL AND SHALL BE CONSIDERED AS THE MINIMUM REQUIRED. THE CONSTRUCTION LIMITS SHALL BE DETERMINED BASED ON THE REQUIRED HORIZONTAL AND VERTICAL CHANGES AS WELL AS FIELD CONDITIONS.
 - LINING OF EXISTING STORM DRAIN CULVERT FROM EASTERN AVE TO MADISON STREET IS BEING PERFORMED UNDER BALTIMORE CITY CONTRACT TR 08310
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MISCELLANEOUS PROPOSED LEGEND

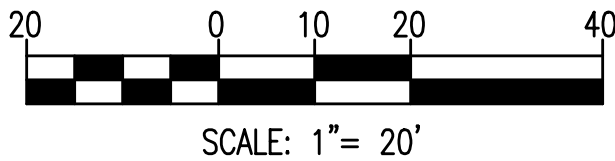
102+00	CONSTRUCTION BASELINE
— — — — —	ELECTRICAL CONDUIT
○	ELECTRICAL MANHOLE
=====	CURB & GUTTER
▨	MILL & OVERLAY
■	FULL DEPTH
▤	SIDEWALK
▥	DRIVEWAY
▧	SIDEWALK REMOVAL

WATER LEGEND

10" W	EXISTING WATER LINE
⊗	EXISTING WATER METER
⋈	EXISTING WATER VALVE
⊕	EXISTING FIRE HYDRANT
— — — — —	EXISTING WATER LINE TO BE ABANDONED
12" WATER	PROPOSED WATER LINE
⊗	PROPOSED WATER VALVE
⊕	PROPOSED FIRE HYDRANT

DRAFT SUBMITTAL
NOT FOR CONSTRUCTION

DRAWN BY: DEL
EXAMINED BY: AUO

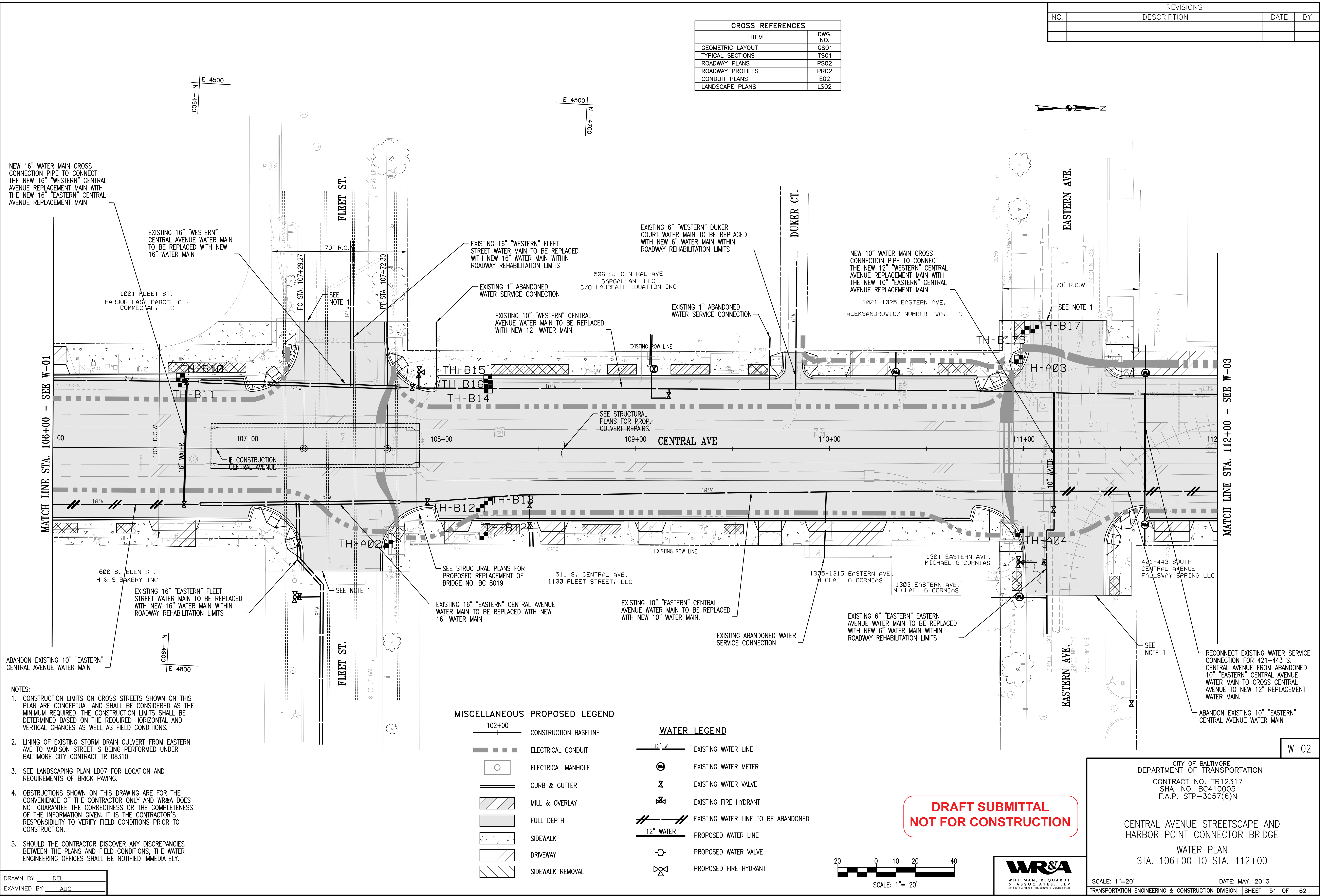


CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
WATER PLAN
STA. 100+00 TO STA. 106+00

REVISIONS			
NO.	DESCRIPTION	DATE	BY

CROSS REFERENCES	
ITEM	DWG. NO.
GEOMETRIC LAYOUT	GS01
TYPICAL SECTIONS	TS01
ROADWAY PLANS	PS02
ROADWAY PROFILES	PR02
CONDUIT PLANS	E02
LANDSCAPE PLANS	LS02



- NOTES:
- CONSTRUCTION LIMITS ON CROSS STREETS SHOWN ON THIS PLAN ARE CONCEPTUAL AND SHALL BE CONSIDERED AS THE MINIMUM REQUIRED. THE CONSTRUCTION LIMITS SHALL BE DETERMINED BASED ON THE REQUIRED HORIZONTAL AND VERTICAL CHANGES AS WELL AS FIELD CONDITIONS.
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DRAWN BY: DEL
EXAMINED BY: AUO

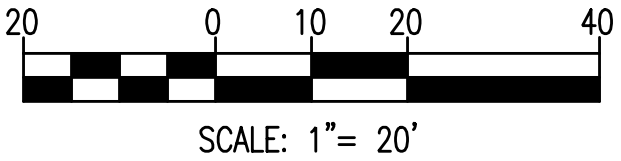
MISCELLANEOUS PROPOSED LEGEND

- 102+00 CONSTRUCTION BASELINE
- ELECTRICAL CONDUIT
- ELECTRICAL MANHOLE
- CURB & GUTTER
- MILL & OVERLAY
- FULL DEPTH
- SIDEWALK
- DRIVEWAY
- SIDEWALK REMOVAL

WATER LEGEND

- 10" W EXISTING WATER LINE
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING WATER LINE TO BE ABANDONED
- 12" WATER PROPOSED WATER LINE
- PROPOSED WATER VALVE
- PROPOSED FIRE HYDRANT

DRAFT SUBMITTAL
NOT FOR CONSTRUCTION



CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

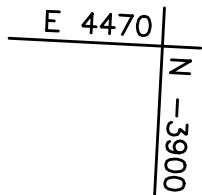
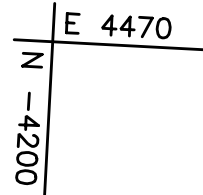
CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
WATER PLAN
STA. 106+00 TO STA. 112+00

SCALE: 1"=20' DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 51 OF 62
N:\31576-007\CADD\31576007H-W03.dgn

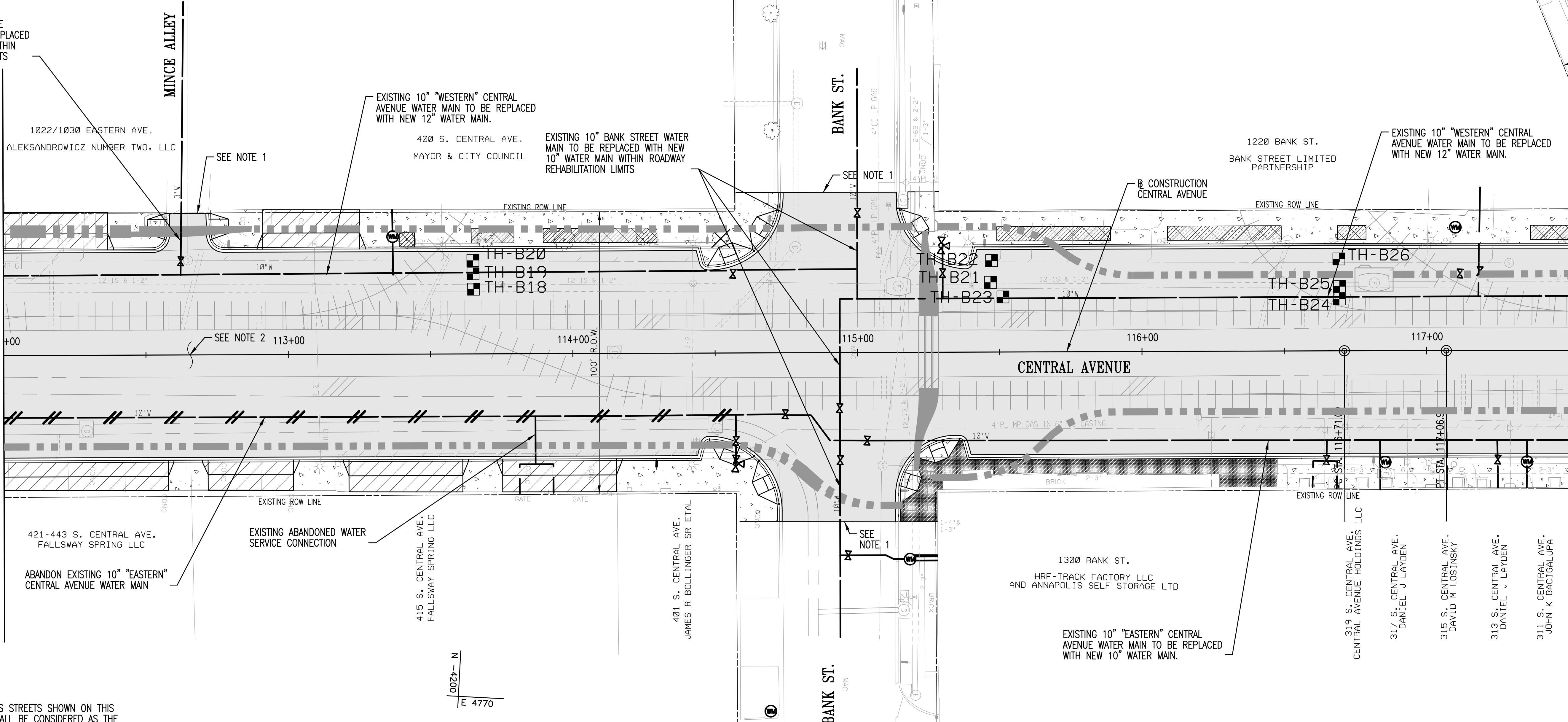
W-02

REVISIONS			
NO.	DESCRIPTION	DATE	BY

CROSS REFERENCES	
ITEM	DWG. NO.
GEOMETRIC LAYOUT	GS01
TYPICAL SECTIONS	TS01
ROADWAY PLANS	PS03
ROADWAY PROFILES	PR03
CONDUIT PLANS	EO3
LANDSCAPE PLANS	LS03



EXISTING 3" "WESTERN" MINCE ALLEY WATER MAIN TO BE REPLACED WITH NEW 4" WATER MAIN WITHIN ROADWAY REHABILITATION LIMITS



- NOTES:
1. CONSTRUCTION LIMITS ON CROSS STREETS SHOWN ON THIS PLAN ARE CONCEPTUAL AND SHALL BE CONSIDERED AS THE MINIMUM REQUIRED. THE CONSTRUCTION LIMITS SHALL BE DETERMINED BASED ON THE REQUIRED HORIZONTAL AND VERTICAL CHANGES AS WELL AS FIELD CONDITIONS.
 2. LINING OF EXISTING STORM DRAIN CULVERT FROM EASTERN AVE TO MADISON STREET IS BEING PERFORMED UNDER BALTIMORE CITY CONTRACT TR 08310.
 3. SEE LANDSCAPING PLAN LD07 FOR LOCATION AND REQUIREMENTS OF BRICK PAVING.
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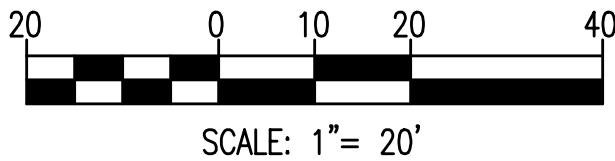
MISCELLANEOUS PROPOSED LEGEND

102+00	CONSTRUCTION BASELINE
■ ■ ■ ■	ELECTRICAL CONDUIT
○	ELECTRICAL MANHOLE
=====	CURB & GUTTER
▨ ▨ ▨ ▨	MILL & OVERLAY
■ ■ ■ ■	FULL DEPTH
▨ ▨ ▨ ▨	SIDEWALK
▨ ▨ ▨ ▨	DRIVEWAY
▨ ▨ ▨ ▨	SIDEWALK REMOVAL

WATER LEGEND

10" W	EXISTING WATER LINE
⊙	EXISTING WATER METER
⋈	EXISTING WATER VALVE
⋈	EXISTING FIRE HYDRANT
— — — —	EXISTING WATER LINE TO BE ABANDONED
12" WATER	PROPOSED WATER LINE
⊙	PROPOSED WATER VALVE
⋈	PROPOSED FIRE HYDRANT

DRAWN BY: DEL
EXAMINED BY: AUO



**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

W-03

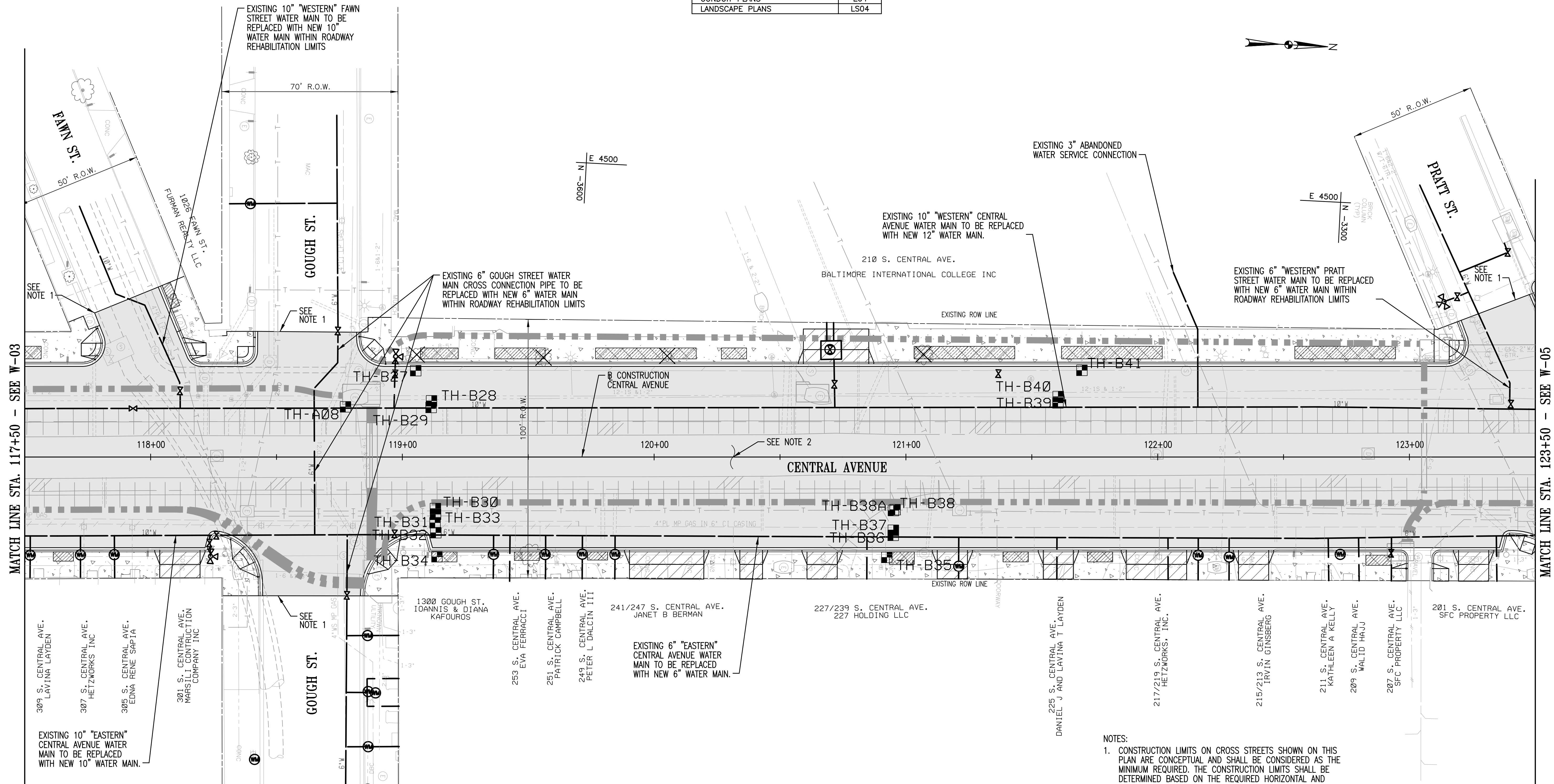
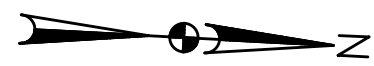
CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
WATER PLAN
STA. 112+00 TO STA. 117+50

SCALE: 1"=20' DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 52 OF 62
N:\31576-007\CADD\31576007H-W04.dgn

REVISIONS			
NO.	DESCRIPTION	DATE	BY

CROSS REFERENCES	
ITEM	DWG. NO.
GEOMETRIC LAYOUT	GS01
TYPICAL SECTIONS	TS01
ROADWAY PLANS	PS04
ROADWAY PROFILES	PR04
CONDUIT PLANS	E04
LANDSCAPE PLANS	LS04



MISCELLANEOUS PROPOSED LEGEND

102+00	CONSTRUCTION BASELINE
■ ■ ■ ■	ELECTRICAL CONDUIT
○	ELECTRICAL MANHOLE
▬ ▬ ▬	CURB & GUTTER
▨ ▨ ▨	MILL & OVERLAY
▬ ▬ ▬	FULL DEPTH
▬ ▬ ▬	SIDEWALK
▬ ▬ ▬	DRIVEWAY
▨ ▨ ▨	SIDEWALK REMOVAL

WATER LEGEND

10" W	EXISTING WATER LINE
⊙	EXISTING WATER METER
⋈	EXISTING WATER VALVE
⋈	EXISTING FIRE HYDRANT
—/—/—	EXISTING WATER LINE TO BE ABANDONED
12" WATER	PROPOSED WATER LINE
⊙	PROPOSED WATER VALVE
⋈	PROPOSED FIRE HYDRANT

- NOTES:
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**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
WATER PLAN
STA. 117+50 TO STA. 123+50

SCALE: 1"=20' DATE: MAY, 2013
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 53 OF 62



DRAWN BY: DEL
EXAMINED BY: AUO

W-04

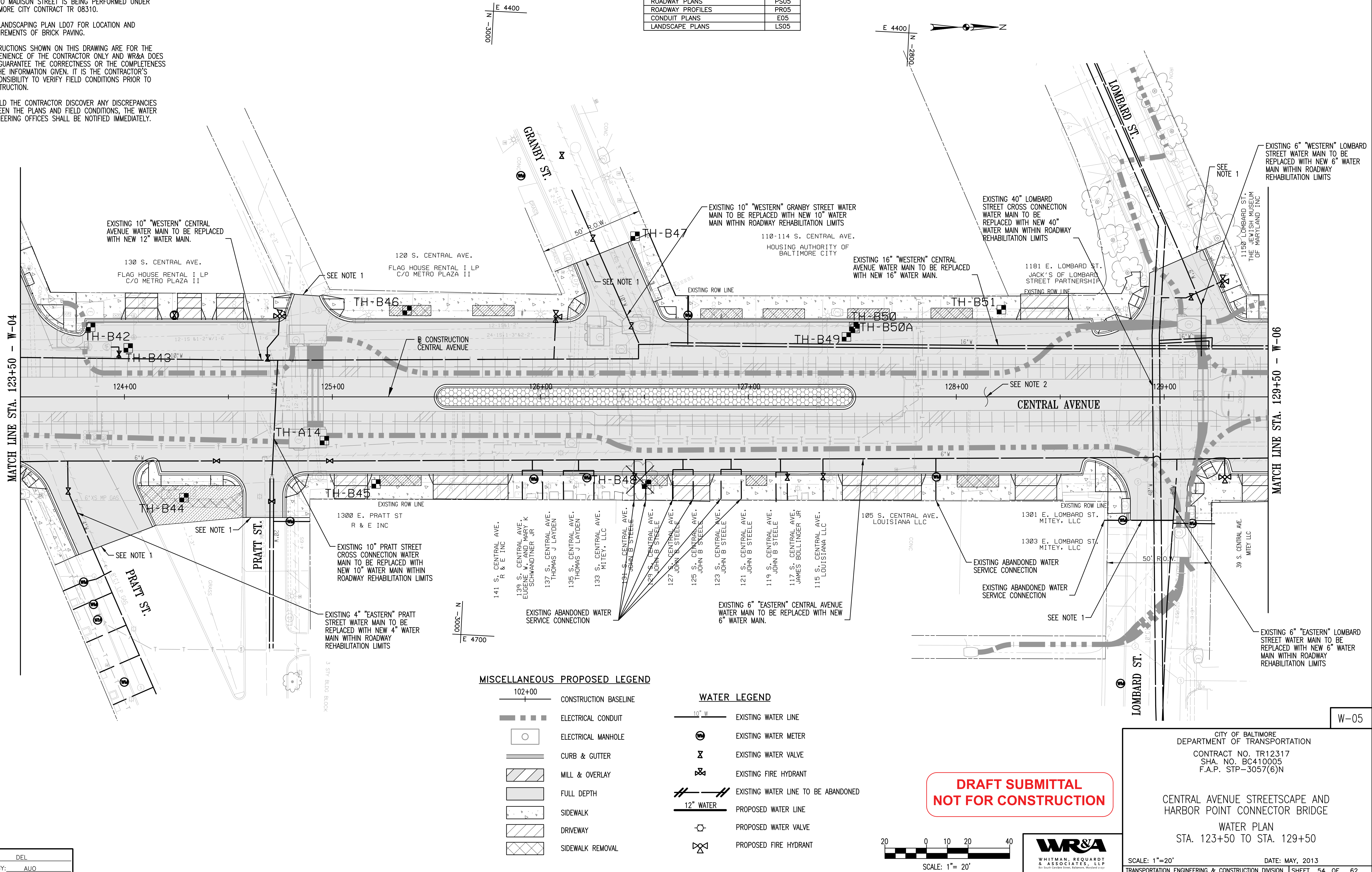
N:\31576-007\CADD\31576007H-W05.dgn

NOTES:

1. CONSTRUCTION LIMITS ON CROSS STREETS SHOWN ON THIS PLAN ARE CONCEPTUAL AND SHALL BE CONSIDERED AS THE MINIMUM REQUIRED. THE CONSTRUCTION LIMITS SHALL BE DETERMINED BASED ON THE REQUIRED HORIZONTAL AND VERTICAL CHANGES AS WELL AS FIELD CONDITIONS.
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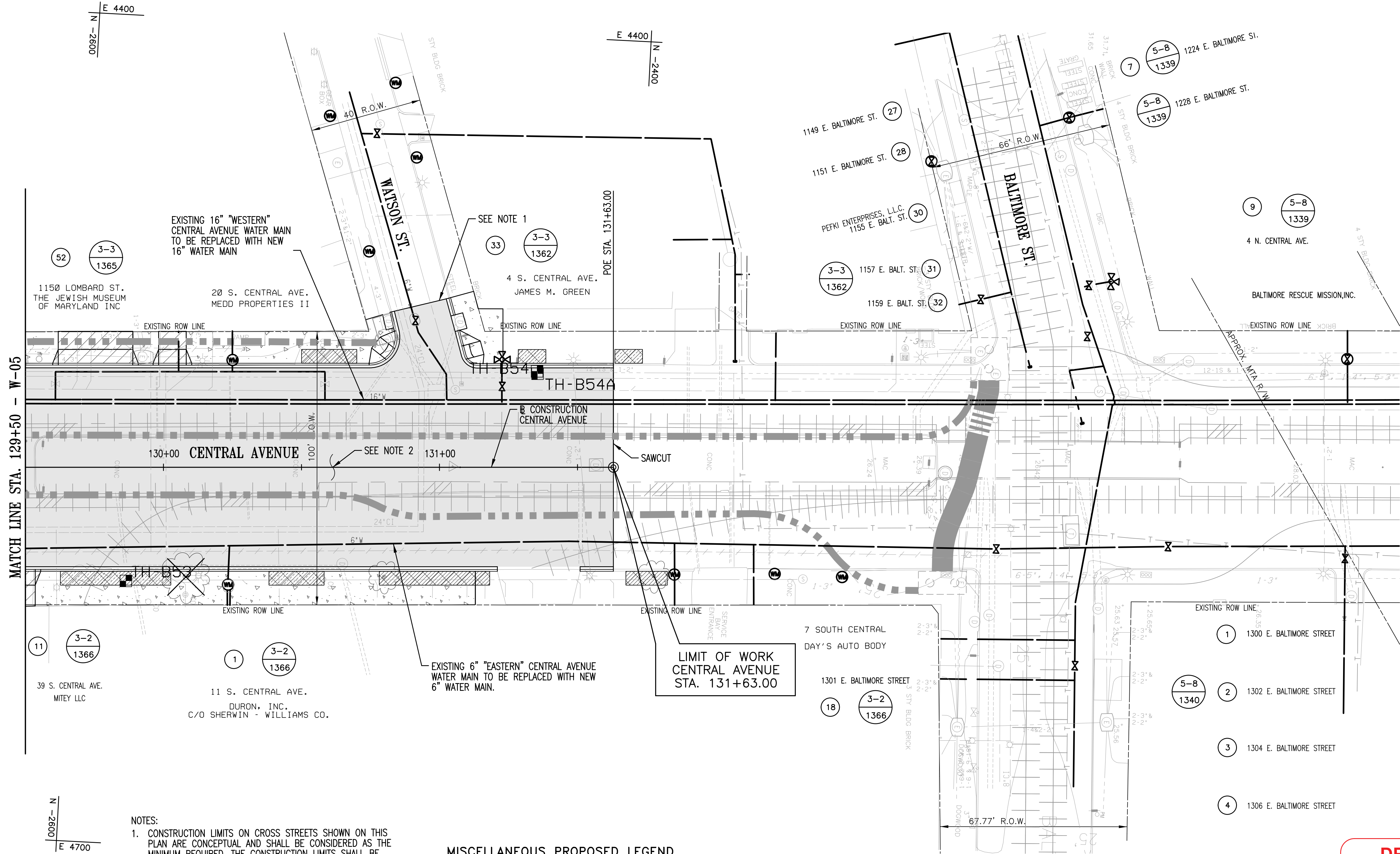
CROSS REFERENCES	
ITEM	DWG. NO.
GEOMETRIC LAYOUT	GS01
TYPICAL SECTIONS	TS01
ROADWAY PLANS	PS05
ROADWAY PROFILES	PR05
CONDUIT PLANS	EO5
LANDSCAPE PLANS	LS05

REVISIONS			
NO.	DESCRIPTION	DATE	BY



REVISIONS			
NO.	DESCRIPTION	DATE	BY

CROSS REFERENCES	
ITEM	DWG. NO.
GEOMETRIC LAYOUT	GS01
TYPICAL SECTIONS	TS01
ROADWAY PLANS	PS06
ROADWAY PROFILES	PR06
CONDUIT PLANS	E06
LANDSCAPE PLANS	LS06



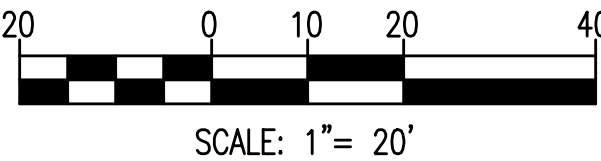
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MISCELLANEOUS PROPOSED LEGEND

- 102+00
- CONSTRUCTION BASELINE
 - ELECTRICAL CONDUIT
 - ELECTRICAL MANHOLE
 - CURB & GUTTER
 - MILL & OVERLAY
 - FULL DEPTH
 - SIDEWALK
 - DRIVEWAY
 - SIDEWALK REMOVAL

WATER LEGEND

- 10" W
- EXISTING WATER LINE
 - EXISTING WATER METER
 - EXISTING WATER VALVE
 - EXISTING FIRE HYDRANT
 - EXISTING WATER LINE TO BE ABANDONED
 - 12" WATER
 - PROPOSED WATER LINE
 - PROPOSED WATER VALVE
 - PROPOSED FIRE HYDRANT

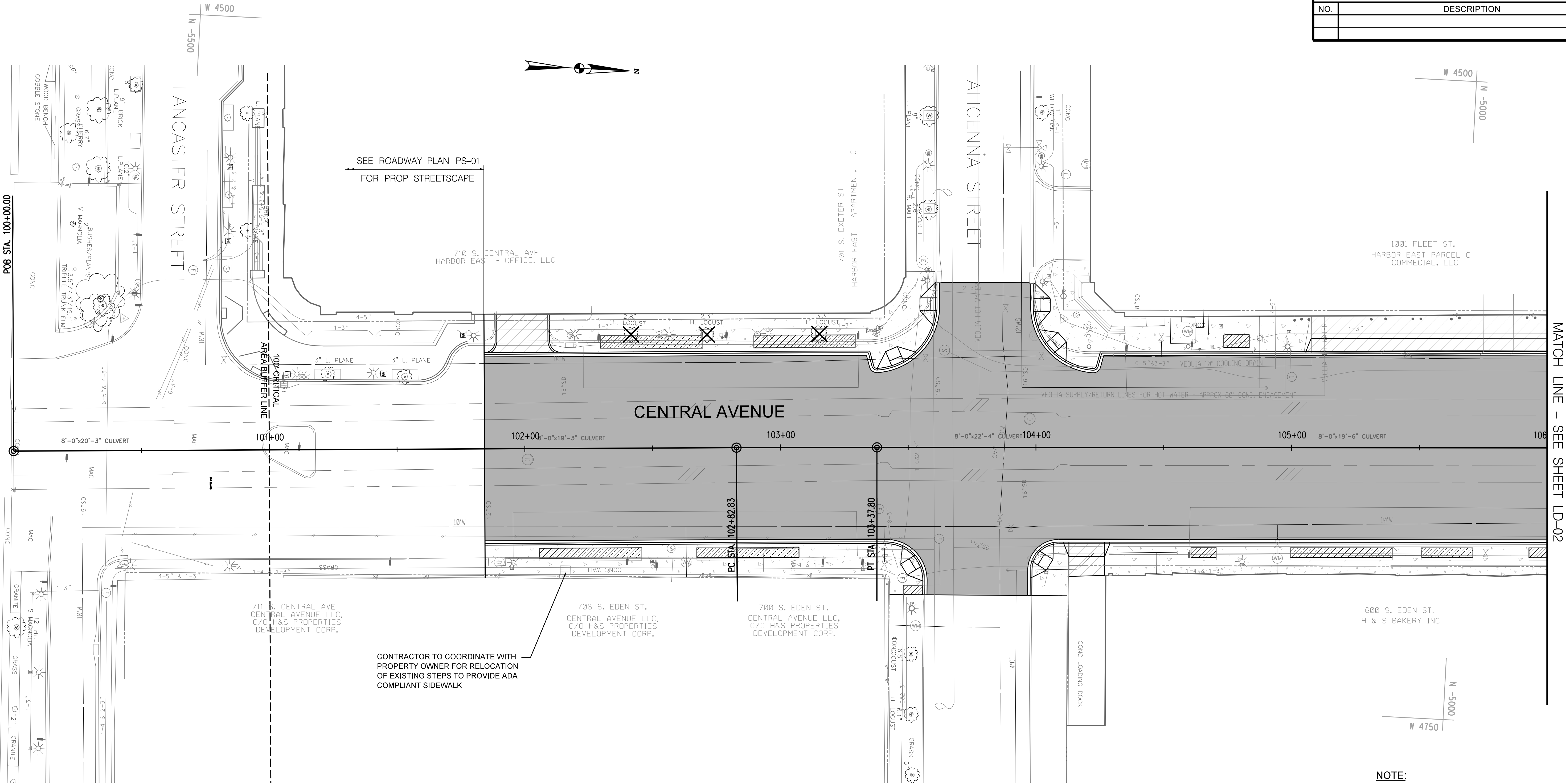


**DRAFT SUBMITTAL
NOT FOR CONSTRUCTION**

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. TR12317
SHA. NO. BC410005
F.A.P. STP-3057(6)N

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
WATER PLAN
STA. 129+50 TO STA. 131+63

REVISIONS			
NO.	DESCRIPTION	DATE	BY



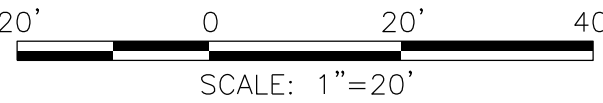
LEGEND

- PLANTING BEDS
- STREET TREE PLANTING-NO SWM
- STREET TREE PLANTING-WITH SWM
- MEDIAN PLANTING
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

CRITICAL AREA QUANTITIES

PROPOSED TREES	17 TREES (3 IN MEDIAN)
TREES TO BE REMOVED	8.4" CAL. TOTAL
STREET TREE PLANTING AREAS	196 SF
STREET TREE PLANTING AREAS WITH POTENTIAL SWM	960 SF
MEDIAN PLANTING AREAS	NONE
PLANTING BED AREAS	NONE

- NOTE:
- SEE DETAILS 1 AND 4- TYPICAL STREET TREE DETAILS ON SHEET LD07
 - SEE DETAIL 2 - TYPICAL BRICK PAVING PATTERN TYPE 1 AT PEDESTRIAN INTERSECTION ON SHEET LD07
 - SEE DETAIL 3 - TYPICAL MEDIAN SECTION ON SHEET LD07
 - SALVAGE EXISTING GRANITE CURB FOR REUSE ON PROJECT (ESTIMATE 150 - 300 L.F. FOR REUSE). REFERENCE PERF. SPEC.
 - SALVAGE EXISTING COBBLES FOR REUSE ON PROJECT (ESTIMATE 1500 - 3000 S.F. FOR REUSE). REFERENCE PERF. SPEC.
 - SEE SWM PERFORMANCE SPECIFICATIONS FOR SWM TREE PIT DETAIL.



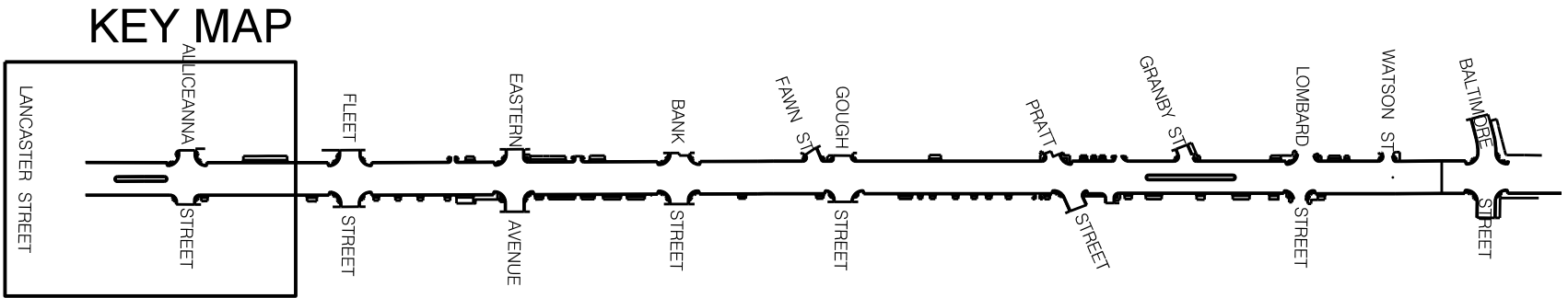
LD01

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CONTRACT NO. TR12317
SHA. NO. PENDING
F.A.P. PENDING

CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE

LANDSCAPE PLAN
STA. 100+00 - STA. 106+00

SCALE: 1"=20' DATE: OCTOBER, 2012
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 56 OF 62

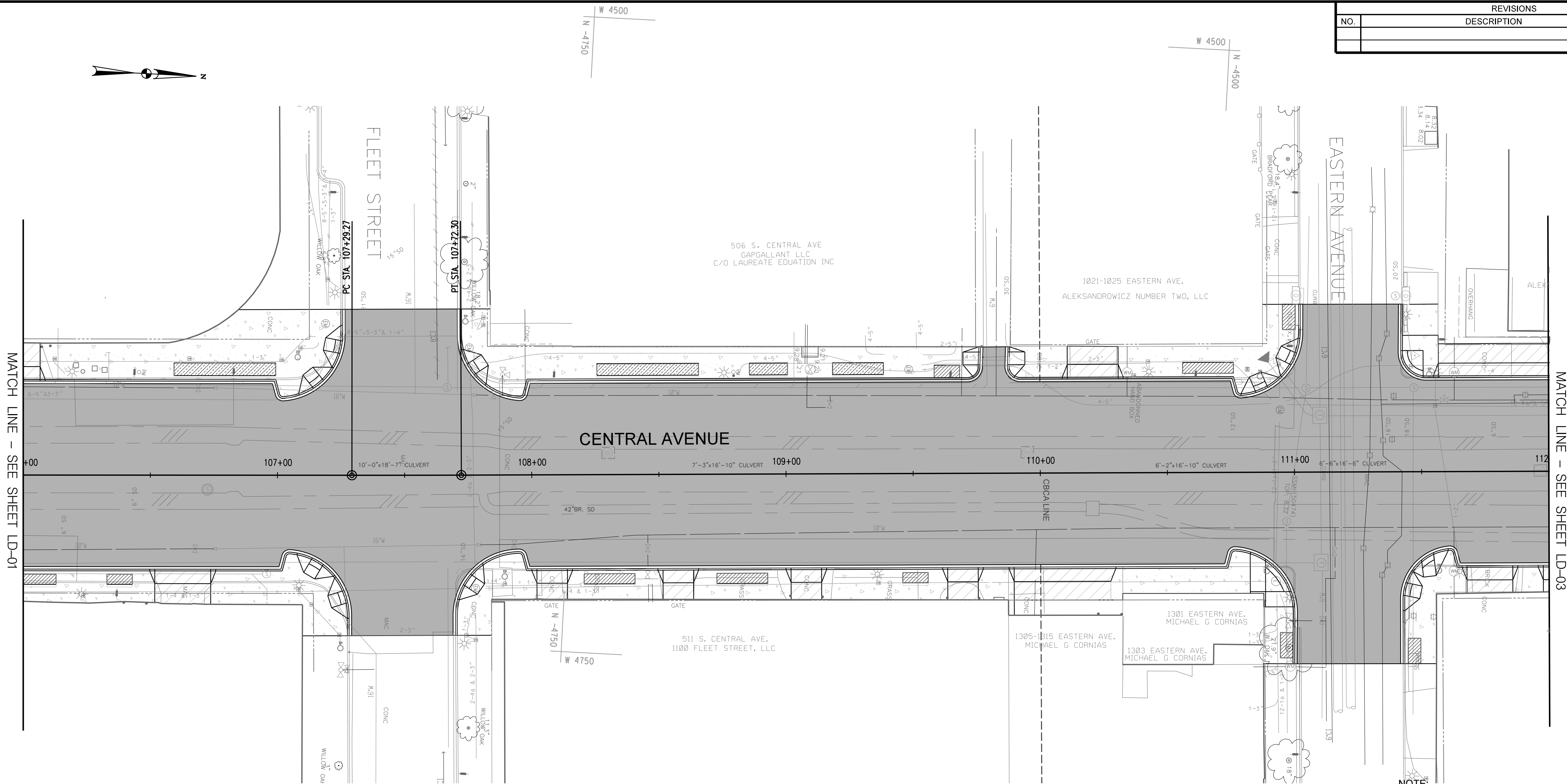


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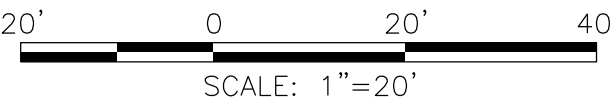
REVISIONS			
NO.	DESCRIPTION	DATE	BY



MATCH LINE - SEE SHEET LD-01

MATCH LINE - SEE SHEET LD-03

- NOTE:**
- SEE DETAILS 1 AND 4- TYPICAL STREET TREE DETAILS ON SHEET LD07
 - SEE DETAIL 2 - TYPICAL BRICK PAVING PATTERN TYPE 1 AT PEDESTRIAN INTERSECTION ON SHEET LD07
 - SEE DETAIL 3 - TYPICAL MEDIAN SECTION ON SHEET LD07
 - SALVAGE EXISTING GRANITE CURB FOR REUSE ON PROJECT (ESTIMATE 150 - 300 L.F. FOR REUSE). REFERENCE PERF. SPEC.
 - SALVAGE EXISTING COBBLES FOR REUSE ON PROJECT (ESTIMATE 1500 - 3000 S.F. FOR REUSE). REFERENCE PERF. SPEC.
 - SEE SWM PERFORMANCE SPECIFICATIONS FOR SWM TREE PIT DETAIL.



LD02

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CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE
LANDSCAPE PLAN
STA. 106+00 - STA. 112+00

SCALE: 1"=20' DATE: OCTOBER, 2012
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 57 OF 62

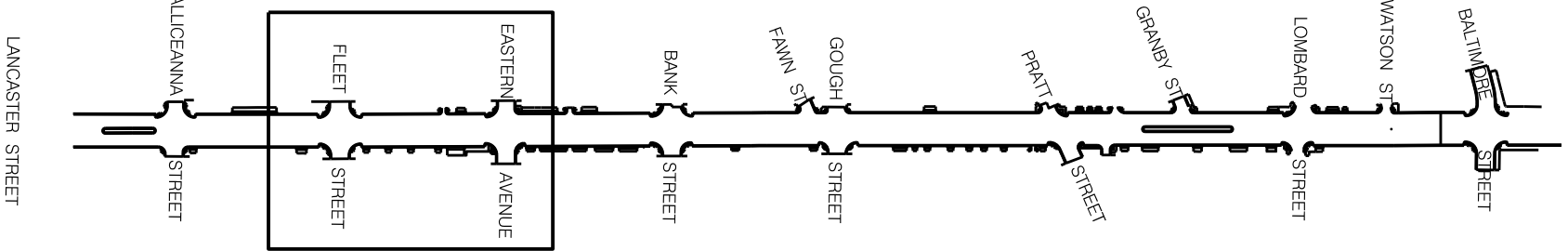
- LEGEND**
- PLANTING BEDS
 - STREET TREE PLANTING-NO SWM
 - STREET TREE PLANTING-WITH SWM
 - MEDIAN PLANTING
 - EXISTING TREE TO REMAIN
 - EXISTING TREE TO BE REMOVED

CRITICAL AREA QUANTITIES		
PROPOSED TREES	11 TREES	
TREES TO BE REMOVED	NONE	
STREET TREE PLANTING AREAS	290 SF	
STREET TREE PLANTING AREAS WITH POTENTIAL SWM	550 SF	
MEDIAN PLANTING AREAS	NONE	
PLANTING BED AREAS	NONE	

NON-CRITICAL AREA QUANTITIES		
PROPOSED TREES	3 TREES	
TREES TO BE REMOVED	NONE	
STREET TREE PLANTING AREAS	237 SF	
STREET TREE PLANTING AREAS WITH POTENTIAL SWM	NONE	
MEDIAN PLANTING AREAS	NONE	
PLANTING BED AREAS	NONE	

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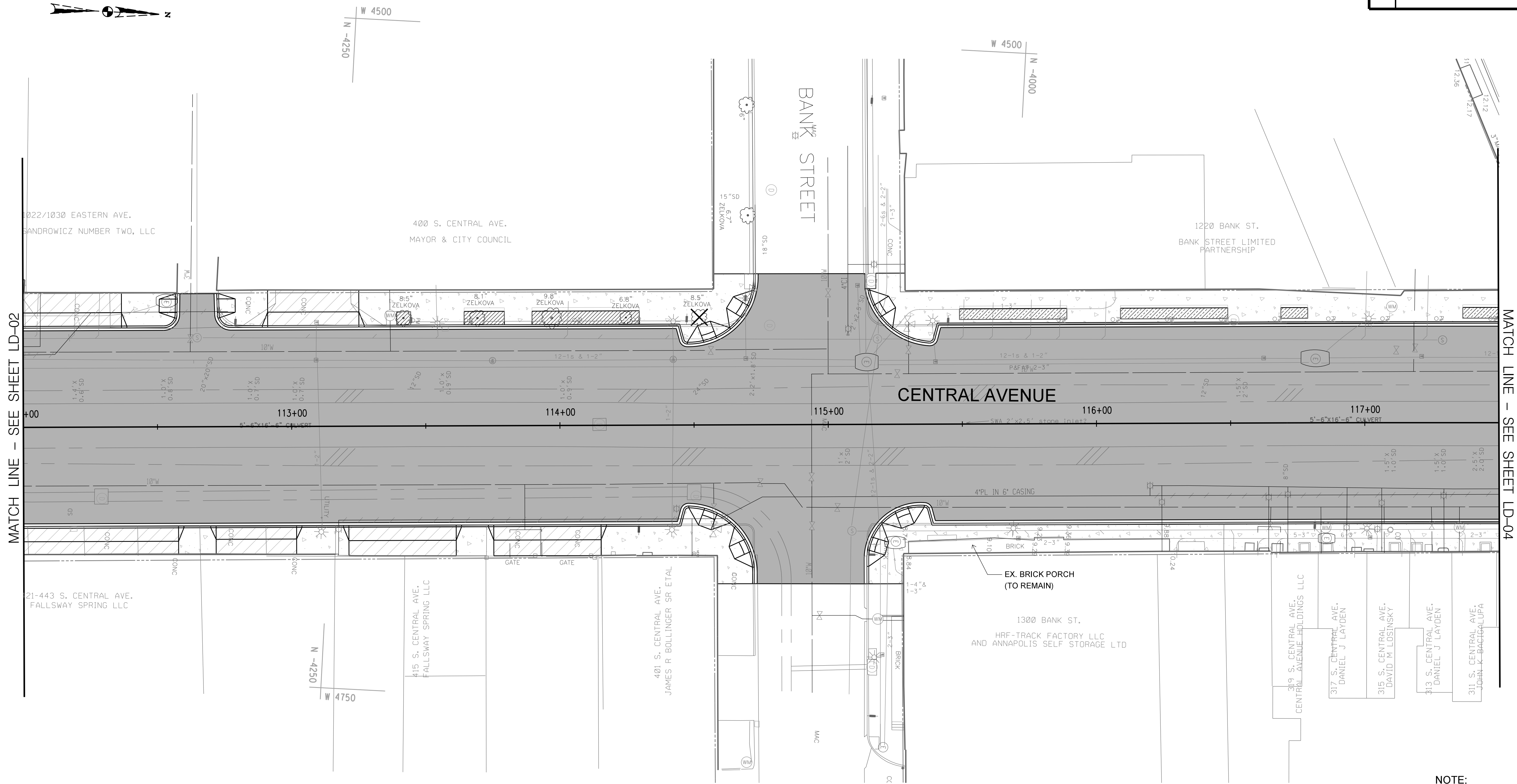
KEY MAP



MAHAN RYKIEL
ASSOCIATES INC
The Steff Silver Building, 600 Wyman Park Drive.,
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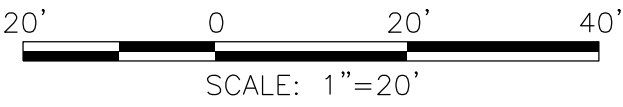


LEGEND	
	PLANTING BEDS
	STREET TREE PLANTING-NO SWM
	STREET TREE PLANTING-WITH SWM
	MEDIAN PLANTING
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED

NON CRITICAL AREA QUANTITIES	
PROPOSED TREES	6 TREES
TREES TO BE REMOVED	8.5" CAL.
STREET TREE PLANTING AREAS	301 SF
STREET TREE PLANTING AREAS WITH POTENTIAL SWM	440 SF
MEDIAN PLANTING AREAS	NONE
PLANTING BED AREAS	NONE

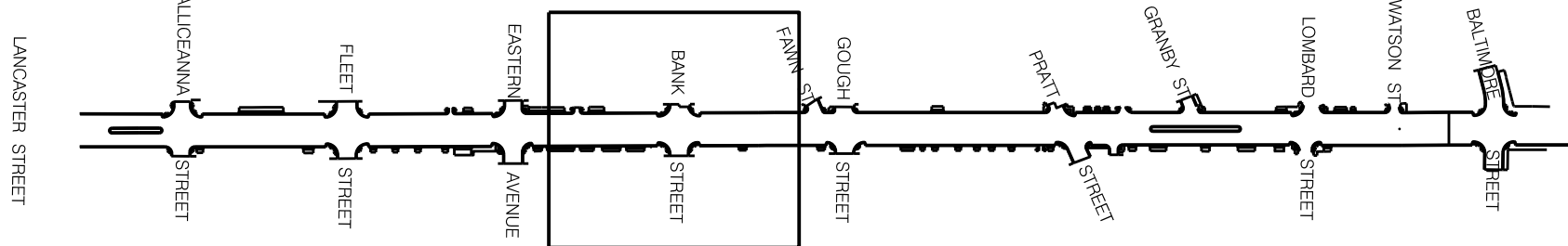
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- NOTE:**
- SEE DETAILS 1 AND 4- TYPICAL STREET TREE DETAILS ON SHEET LD07
 - SEE DETAIL 2 - TYPICAL BRICK PAVING PATTERN TYPE 1 AT PEDESTRIAN INTERSECTION ON SHEET LD07
 - SEE DETAIL 3 - TYPICAL MEDIAN SECTION ON SHEET LD07
 - SALVAGE EXISTING GRANITE CURB FOR REUSE ON PROJECT (ESTIMATE 150 - 300 L.F. FOR REUSE). REFERENCE PERF. SPEC.
 - SALVAGE EXISTING COBBLES FOR REUSE ON PROJECT (ESTIMATE 1500 - 3000 S.F. FOR REUSE). REFERENCE PERF. SPEC.
 - SEE SWM PERFORMANCE SPECIFICATIONS FOR SWM TREE PIT DETAIL.



LD03

KEY MAP



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CONTRACT NO. TR12317
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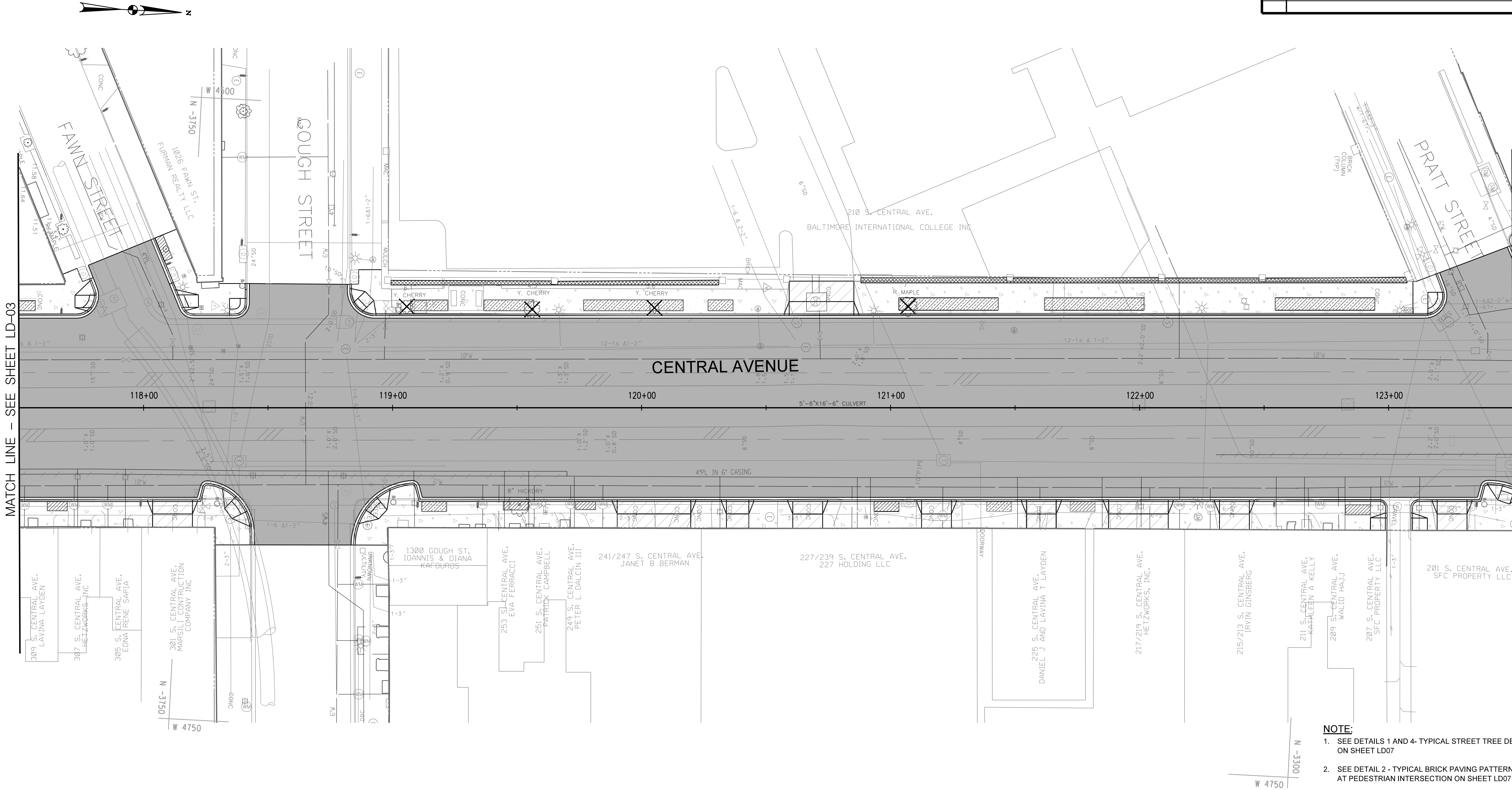
CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE

LANDSCAPE PLAN
STA. 112+00 - STA. 117+50

SCALE: 1"=20' DATE: OCTOBER, 2012
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 58 OF 62

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MATCH LINE - SEE SHEET LD-03

MATCH LINE - SEE SHEET LD-05

LEGEND

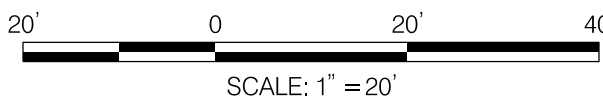
- PLANTING BEDS
- STREET TREE PLANTING-NO SWM
- STREET TREE PLANTING-WITH SWM
- MEDIAN PLANTING
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

NON CRITICAL AREA QUANTITIES

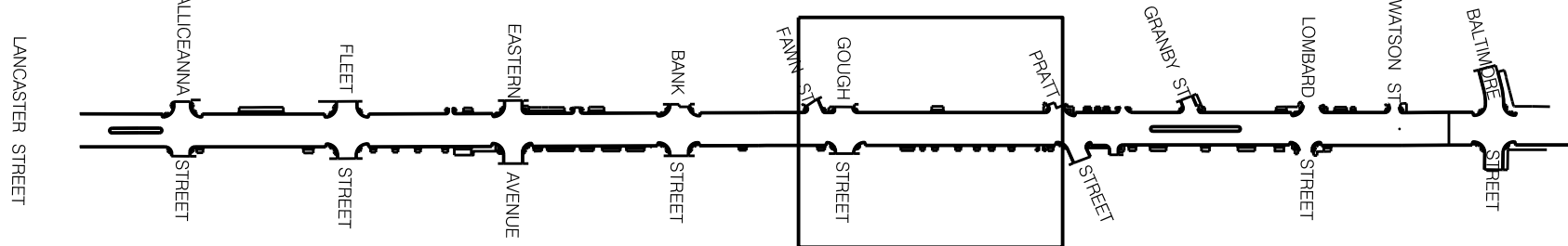
PROPOSED TREES	18 TREES
TREES TO BE REMOVED	23.2" CAL.
STREET TREE PLANTING AREAS	255 SF
STREET TREE PLANTING AREAS WITH POTENTIAL SWM	1048 SF
MEDIAN PLANTING AREAS	NONE
PLANTING BED AREAS	666 SF (328 SF OF EXISTING AREA IS PERVIOUS)

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- NOTE:
- SEE DETAILS 1 AND 4- TYPICAL STREET TREE DETAILS ON SHEET LD07
 - SEE DETAIL 2 - TYPICAL BRICK PAVING PATTERN TYPE 1 AT PEDESTRIAN INTERSECTION ON SHEET LD07
 - SEE DETAIL 3 - TYPICAL MEDIAN SECTION ON SHEET LD07
 - SALVAGE EXISTING GRANITE CURB FOR REUSE ON PROJECT (ESTIMATE 150 - 300 L.F. FOR REUSE). REFERENCE PERF. SPEC.
 - SALVAGE EXISTING COBBLES FOR REUSE ON PROJECT (ESTIMATE 1500 - 3000 S.F. FOR REUSE). REFERENCE PERF. SPEC.
 - SEE SWM PERFORMANCE SPECIFICATIONS FOR SWM TREE PIT DETAIL.



KEY MAP



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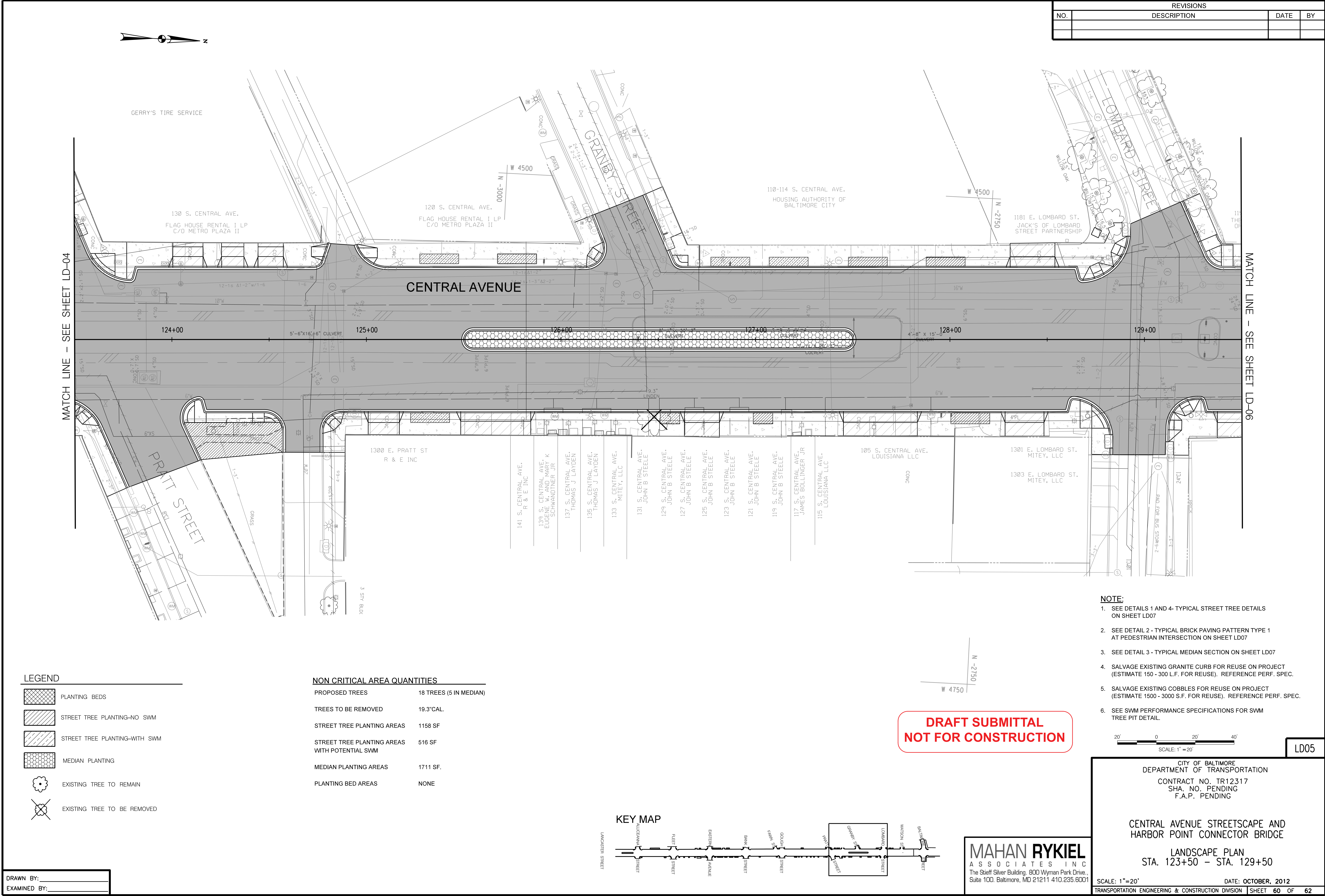
CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE

LANDSCAPE PLAN
STA. 117+50 - STA. 123+50

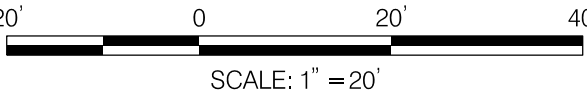
SCALE: 1"=20' DATE: OCTOBER, 2012
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- NOTE:**
- SEE DETAILS 1 AND 4- TYPICAL STREET TREE DETAILS ON SHEET LD07
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 - SALVAGE EXISTING COBBLES FOR REUSE ON PROJECT (ESTIMATE 1500 - 3000 S.F. FOR REUSE). REFERENCE PERF. SPEC.
 - SEE SWM PERFORMANCE SPECIFICATIONS FOR SWM TREE PIT DETAIL.



LD05

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
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CENTRAL AVENUE STREETScape AND
HARBOR POINT CONNECTOR BRIDGE

LANDSCAPE PLAN
STA. 123+50 - STA. 129+50

SCALE: 1"=20' DATE: OCTOBER, 2012
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 60 OF 62

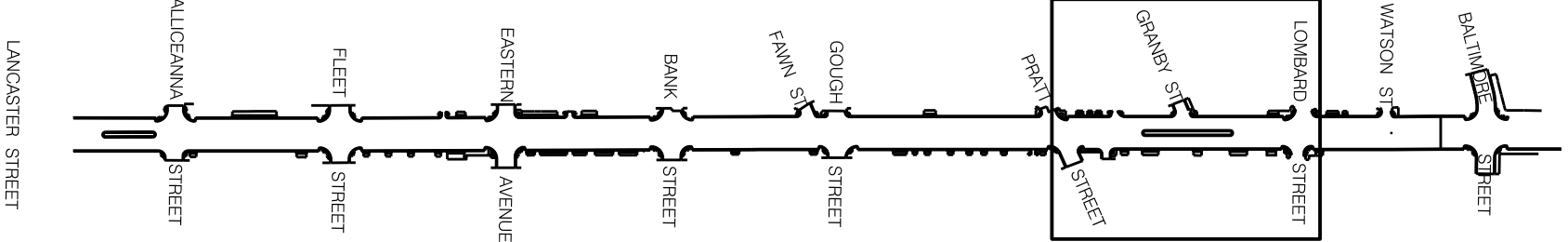
LEGEND

- PLANTING BEDS
- STREET TREE PLANTING-NO SWM
- STREET TREE PLANTING-WITH SWM
- MEDIAN PLANTING
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

NON CRITICAL AREA QUANTITIES

PROPOSED TREES	18 TREES (5 IN MEDIAN)
TREES TO BE REMOVED	19.3" CAL.
STREET TREE PLANTING AREAS	1158 SF
STREET TREE PLANTING AREAS WITH POTENTIAL SWM	516 SF
MEDIAN PLANTING AREAS	1711 SF.
PLANTING BED AREAS	NONE

KEY MAP



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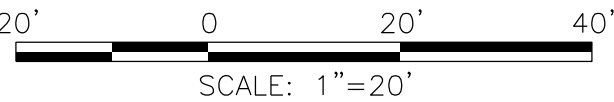
CRITICAL AREA TOTAL PROPOSED QUANTITIES

PROPOSED TREES	25 SHADE TREES AT 2.5" CAL. MIN. 3 FLOWERING TREES AT 6' HT. MIN. IN MEDIAN
TREES TO BE REMOVED	8.4" CAL.
STREET TREE PLANTING AREAS	486 SF
STREET TREE PLANTING AREAS WITH POTENTIAL SWM	1510 SF
MEDIAN PLANTING AREAS	NONE
PLANTING BED AREAS	NONE

NON-CRITICAL AREA TOTAL PROPOSED QUANTITIES

PROPOSED TREES	47 SHADE TREES AT 2.5" CAL. MIN. 5 FLOWERING TREES AT 6' HT. MIN. IN MEDIAN
TREES TO BE REMOVED	66.3" CAL.
STREET TREE PLANTING AREAS	2326 SF
STREET TREE PLANTING AREAS WITH POTENTIAL SWM	2404 SF
MEDIAN PLANTING AREAS	1711 SF
PLANTING BE AREA	666 SF (328 SF OF EXISTING AREA IS PERVIOUS)

- NOTE:**
- SEE DETAILS 1 AND 4- TYPICAL STREET TREE DETAILS ON SHEET LD07
 - SEE DETAIL 2 - TYPICAL BRICK PAVING PATTERN TYPE 1 AT PEDESTRIAN INTERSECTION ON SHEET LD07
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 - SALVAGE EXISTING COBBLES FOR REUSE ON PROJECT (ESTIMATE 1500 - 3000 S.F. FOR REUSE). REFERENCE PERF. SPEC.
 - SEE SWM PERFORMANCE SPECIFICATIONS FOR SWM TREE PIT DETAIL.



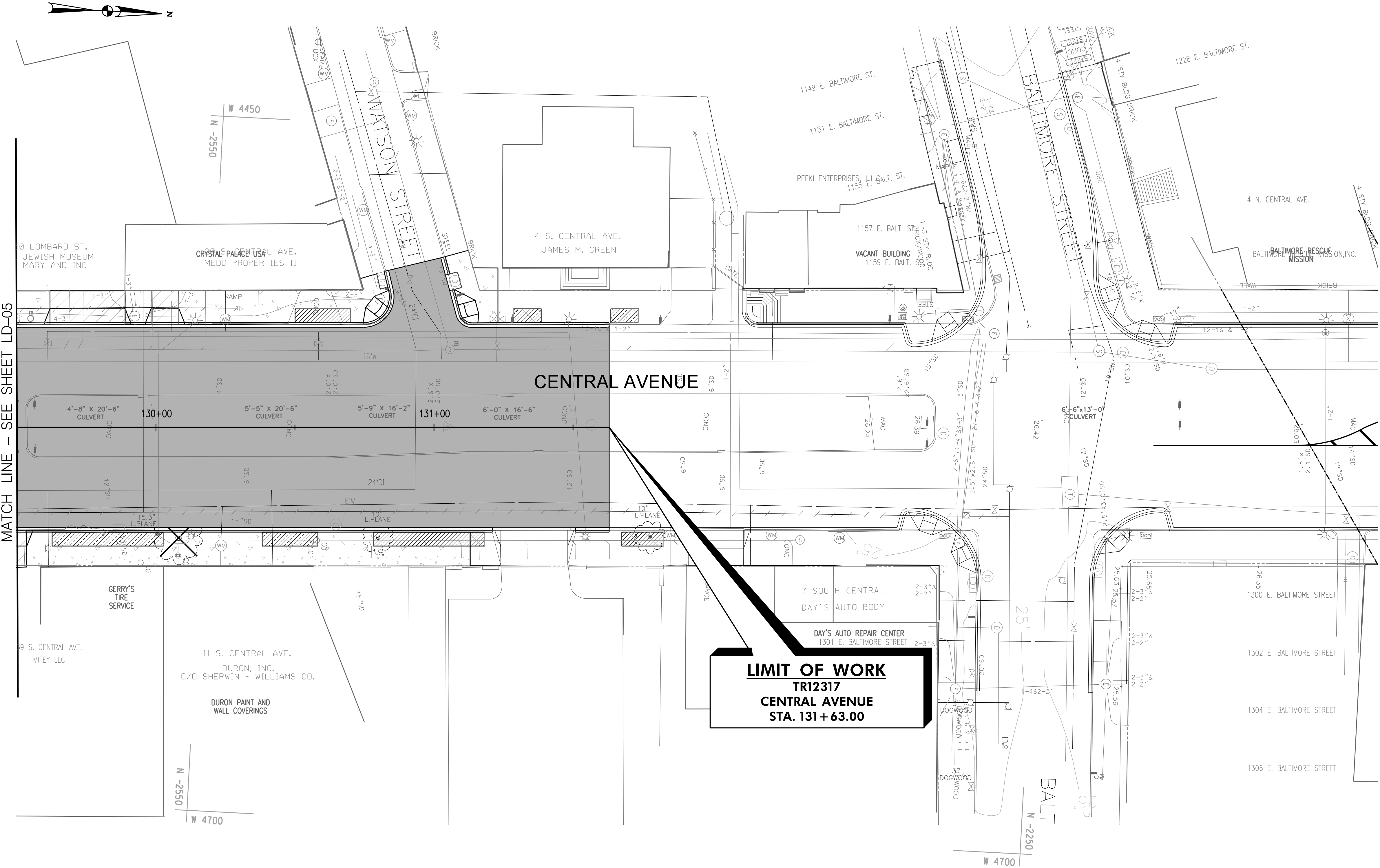
LD06

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
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CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE

LANDSCAPE PLAN
STA. 129+50 - STA. 131+63

SCALE: 1"=20' DATE: OCTOBER, 2012
TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION SHEET 61 OF 62



LIMIT OF WORK
TR12317
CENTRAL AVENUE
STA. 131+63.00

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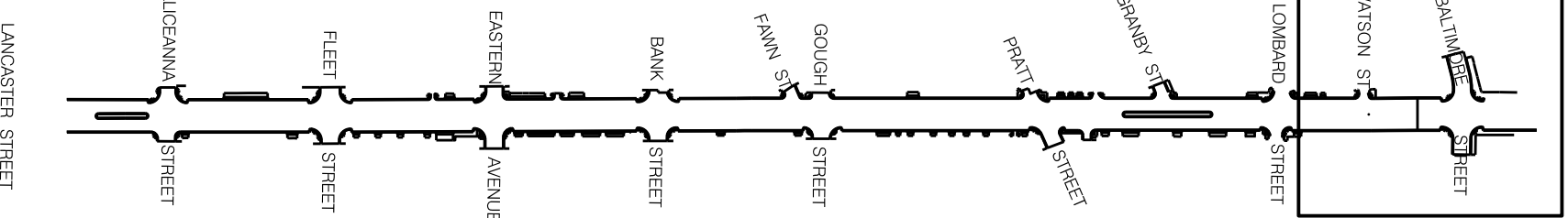
LEGEND

- PLANTING BEDS
- STREET TREE PLANTING-NO SWM
- STREET TREE PLANTING-WITH SWM
- MEDIAN PLANTING
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

NON CRITICAL AREA QUANTITIES

PROPOSED TREES	7 TREES
TREES TO BE REMOVED	15.3" CAL.
STREET TREE PLANTING AREAS	375 SF
STREET TREE PLANTING AREAS WITH POTENTIAL SWM	400 SF
MEDIAN PLANTING AREAS	NONE
PLANTING BED AREAS	NONE

KEY MAP



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